

GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month in the interest of progressive Grain Dealers.

Vol. XXIX. No. 6.

CHICAGO, ILL., SEPTEMBER 25, 1912.

PRICE \$1.50 PER YEAR
TEN CENTS PER COPY

McKENNA & RODGERS
COMMISSION MERCHANTS
SHIPPERS CORN OATS
60 Board of Trade Chicago

R. F. CUMMINGS GRAIN CO.
Home Office, Clifton, Ill.
Elevators in 8 adjoining towns.
Established in 1864 by A. B. Cummings.

SEEDS Clovers - Timothy
Canadian Blue Grass
ALSIKE CLOVER
Flax - Field Peas - Oats
Correspondence Solicited
STEELE, BRIGGS, SEED CO., Ltd., Toronto, Can.

P. B. & C. C. MILES
Established 1875 Incorporated 1910
PEORIA, ILL.
Handling Grain on Commission
Our Specialty

James E. Bennett & Co.
400-405 Postal Telegraph Bldg., CHICAGO
Grain Shipments and Future
Orders Solicited.
ST. LOUIS PEORIA
211 Chamber of Commerce 324 So. Washington St.

Tyng, Hall & Co.
GRAIN COMMISSION
Correspondence Solicited.
Peoria, Ill.

Fagg & Taylor
Grain Merchants
34 Chamber of Commerce
MILWAUKEE, WIS.
SPECIALTIES:
Barley Oats Corn

Minneapolis Seed Co.
SEEDS
Minneapolis - - - Minnesota

Goffe & Carkener
Grain Commission
St. Louis Kansas City

WHEAT
CORN **(ATS)** RYE
J. A. Manger & Co.
216-18 Chamber of Commerce, Baltimore, Md.

CLOVERS
TIMOTHY
MILLETS
KAFFIR CORN DRIED PEAS
S. G. COURTEEN
MILWAUKEE WISCONSIN

Are YOU WE WANT NEW IF NOT
Receiving **OATS** Ask For
My Bids? Them

THE GALE BROS. CO.
CINCINNATI, OHIO
WANT YOUR BUSINESS
GRAIN-HAY-FEED
TRY US

DUDLEY M. IRWIN
1117 Chamber of Commerce BUFFALO, N. Y.

Complete Grain Handling Equipments

We are manufacturers of and can furnish promptly whatever may be required for the economical and efficient handling of material in large or small elevators.

We have our own foundry, machine shop, and sheet metal department. We are headquarters for general supplies.

H. W. Caldwell & Son Co. Western Ave. Chicago
17th-18th St.

New York City, Fulton Bldg., Hudson Terminal, 50 Church St.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

AMARILLO, TEX.

Early Grain & Elev. Co., whol. grain, hay, seed.

ATCHISON, KANS.

Blair Elevator Co., receivers and shippers.
Corn Belt Grain Co., grain and mill feed.
Washer Grain Co., S. R., receivers and shippers.*

ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.*

AUGUSTA, GA.

Lamb & Hollingsworth, flour, grain, provisions.*

BALTIMORE, MD.

Chamber of Commerce Members.
Baltimore Commission Co., grain commission.
Blackburn & Co., C. P., grain recvrs., exporters.*
Clark & Sons, Thos. S., grain receivers.*
England & Co., Chas., grain, hay.*
Fahey & Co., John T., grain receivers and expts.*
Frame, Knight & Co., commission merchants.*
Gill & Fisher, receivers and shippers of grain.*
Hammond, Snyder & Co., Inc., receivers, expts.*
Hax & Co., G. A., grain, hay, seeds.*
Herzer & Son, Gustav, grain, seeds, hay.*
Jones & Co., H. C., grain and hay.*
Lederer Bros., grain receivers.*
Manger & Co., J. A., grain, seeds, hay.*
Robinson & Jackson, grain receivers.*
Steen & Bro., E., hay and grain.*

BATTLE CREEK, MICH.

McLane, Swift & Co., grain buyers.*

BINGHAMTON, N. Y.

Empire Grain & Eltr. Co., grain feed shippers.

BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.
Slick & Co., L. E., buyers and shippers.

BOSTON, MASS.

Chamber of Commerce Members.
Benzacquain, Matthew D., grain brokerage, com'n.*
McLean-Alpine Co., The, hay and grain.
Ranlet Co., The D. W., grain and mill feed.

BOURBON, IND.

Delp Grain Co., E. E., grain and mill feeds.

BUFFALO, N. Y.

Corn Exchange Members.
Alder-Stofer Grain Co., grain commission.*
Buffalo Cereal Co., grain.*
Burns Grain Co., grain commission.
Churchill Grain & Seed Co., buyers, shippers.*
Eastern Grain Co., grain commission.*
Electric Elevts. & Mfg. Co., recvrs. and shippers.*
Harold, A. W., grain, barley a specialty.
Heathfield, W. G., strictly commission.
Irwin, Dudley M., barley.
Pratt & Co., grain commission.*
Ratcliffe, S. M., consignments solicited.
Spann Grain Co., O. G., gn. com., bar'y a spec'y.
Townsend-Ward Co., grain commission.*
Whitney-Eckstein Seed Co., commission.

BUSHNELL, ILL.

Cole, G. W., grain broker.

CAIRO, ILL.

Board of Trade Members.
Antrim & Co., H. S., receivers and shippers.*
Halliday Elevator Co., corn, oats.*
Halliday Mfg. Co., H. L., soft, red winter wheat.
Hastings Co., Samuel, receivers and shippers.
Magee Grain Co., grain.*
Thistlewood & Co., grain and hay.

CELINA, O.

Palmer-Miller Gr. Co., track buyers of grain.

CEDAR RAPIDS, IA.

Cedar Rapids Grain Co., receivers and shippers.

CHAMPAIGN, ILL.

Baldwin & Co., H. I., grain brokers.
Edwards, A. H., grain broker.

CHICAGO, ILL.

Board of Trade Members.
Anderson & Co., W. P., receivers and shippers.*
Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commis'n merchants.*
Barrell & Co., Finley, grain, stocks, provisions.*
Bennett & Co., Jas. E., commission merchants.*
Colvin & Co., Wm. H., grain brokers.
Crighton & Lasker, grain commission.*
Cummings Grain Co., R. F., grain merchants.
Delany, Frank J., commission merchant.
Dickinson Co., The Albert, seeds.
Dole & Co., J. H., grain and seeds.*
Fitch & Co., Walter, W. K. Mitchell, Mgr.*
Fraser Co., W. A., grain commission.*
Freeman & Co., Henry H., grain, hay, straw.
Gerstenberg & Co., grain, seeds.*
Holt & Co., Lowell, commission, grain and seeds.

CHICAGO—Continued.

Hooper Grain Co., receivers, shippers.*
Lamson Bros. & Co., consignments solicited.*
Mann, G. S., seed bkr., field seeds, poultry grain.
McKenna & Rodgers, commission merchants.*
Merrill & Lyon, commission merchants.*
Merritt Co., W. H., grain, seeds.*
Nash-Wright Grain Co., grain, prov., seeds.
Nye & Jenks Gr. Co., commission merchants.
Paynter, H. M., grain and field seeds.
Perrine & Co., W. H., grain and commission.
Press & Co., W. G., grain, provisions, stocks, etc.
Quinn, Geo. B., grain commission.
Rang & Co., Henry, grain commission.
Re Qua Brothers, grain commission.*
Rogers & Bro., H. W., grain and seeds.
Rogers Grain Co., buyers and shippers.
Rosenbaum Bros., receivers, shippers.*
Rosenbaum Grain Co., J., receivers and shippers.
Ramsey & Company, grain commission.*
Sawyers Grain Co., grain commission.*
Schiffin & Co., P. H., commission.*
Shaffer & Co., J. C., buyers and shippers.*
Sincere & Co., Chas., N. Y. stocks, Chicago grain.
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., Clarence H., commission.
Udlike Commission Co., grain commission.*
Wagner Co., E. W., receivers and shippers.*
Ware & Leland, grain, seeds.
Well & Co., Joseph, grain provisions, cotton.
Wilson & Co., B. S., grain commission.

CINCINNATI, O.

Chamber of Commerce Members.
Allen & Munson, grain, hay, flour.*
Bender, A., grain, brokerage & Com'n.
Blumenthal, Max, grain, barley a specialty.
Brown & Co., W. L., consignments.
Ellis & Fleming, grain and hay.*
Gale Bros. Co., grain, hay, feed.*
McCullough's Sons Co., J. M., seeds.
Stafford, J. R., grain and hay.
Union Gr. & Hay Co., grain buyers and commiss'n.
Van Leunen & Co., Paul, consignments.

CLARKSBURG, W. VA.

Willis, W. W., broker, grain, hay, straw, millfeed.

CLEVELAND, O.

Abel Bros., hay, grain, feed.
Bailey, E. I., grain and millfeed.*
Bennett, W. A., receivers grain, hay & millfeed.
Cleveland Grain Co., The, receivers and shippers.*
Gates Elevator Co., receivers and shippers.
Sheets Bros. Eltr. Co., The, grain, hay, straw.
Shepard, Clark & Co., grain, hay and straw.
Star Eltr. Co., receivers, grain, hay, straw.
Strauss & Co., H. M., grain, seeds, hay, straw.*

COLORADO SPRINGS, COLO.

Seldomridge Grain Co., grain dealers.

COLUMBUS, O.

Morton Grain & Hay Co., grain, hay & feed.

CRAWFORDSVILLE, IND.

Crabbs-Reynolds-Taylor Co., grain seeds.*

CROWLEY, LA.

Lawrence Bros. Co., Ltd., grain, seed and feed.

CUMBERLAND, MD.

Marley & Co., grain and hay distributors.

DANVILLE, ILL.

McConnell, R. B., grain dealer.

DAVENPORT, IOWA.

Rothschild Grain Co., D., grain merchants.*

DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.*
Hight Grain Co., grain brokers.*
Smith & Co., F. P., grain brokers & commission.
Van Leunen & Co., Paul, consignments.

DENVER, COLO.

Board of Trade Members.
Ady & Crowe Mercantile Co., grain, hay.*
Best & Co., J. D., grain and hay.
Crescent Mill & Eltr. Co., flour and grain.
Longmont Farmers Mill & Eltr. Co., flour, grain.
Scott, E. E., broker grain, cottonseed meal, bags.
Thompson Merc. Co., W. F., hay and grain.

DES MOINES, IA.

Harper & Ward, grain merchants.*
Lockwood Grain Co., B. A., grain & millfeeds.*

DETROIT, MICH.

Board of Trade Members.
Dumont, Roberts & Co., receivers, shippers.*
Ellair, Huston & Co., recvrs. & shprs., gr. & hay.*
Hart Grain Co., recvrs. & shippers, grain, beans.
Hobart & Son, H. M., grain, hay and millfeeds.*
Lapham & Co., J. S., recvrs. & shippers of grain.*
Simmons & Co., F. J., grain recvrs. & shippers.*

EL RENO, OKLA.

El Reno Mill & Eltr. Co., grain buyers & shippers.

EVANSVILLE, IND.

Small & Co., W. H., field seeds, grain and hay.

FORT WAYNE, IND.

Egley-Doan Eltr. Co., grain, hay and seeds.

FORT WORTH, TEX.

Board of Trade Members.
Fort Worth Elevator Co., grain and storage.
Kolp, E. R. & D. C., grain and seed dealers.*
Terminal Grain Co., receivers, shippers.*
Werner Wilkens Grain Co., receivers & shippers.

FRANKFORT, IND.

Frank & Co., Wm., grain brokers.*

GALVESTON, TEX.

Board of Trade Members.
Fordtran, J. S., grain commission merchant.
Jockusch, Davison & Co., grain, hay exporters.
Wisrodt Grain Co., wholesale grain eltr., facilities.

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HARRISBURG, PA.

Harrisburg Feed & Gr. Co., grain, feed, hay.

INDIANAPOLIS, IND.

Board of Trade Members.
Bassett Grain Co., grain merchants.*
Boyd, Bert A., Indianapolis commission man.*
Capitol Grain Co., grain commission.
Jordan & Montgomery Co., wholesale grain.
Kinney Grain Co., H. E., receiver and shipper.*
Merchants Hay & Grain Co., hay and grain.
Minor, B. B., grain consignments solicited.
Stebbins Grain Co., commission & brokerage.
Witt, Frank A., grain commission and brokerage.

JACKSON, MICH.

Sheldon, Willis E., track buyer of grain.*
Stockbridge Elevator Co., grain, beans, hay.*

KANSAS CITY, MO.

Board of Trade Members.
Beach Grain Co., grain commission.
Benton Grain Co., screenings and seeds.
Christopher & Co., B. C., commission & kafir corn.
Clay Grain Co., F. B., grain commission.
Croysdale Grain Co., grain commission.
Hoebel Grain Co., grain commission.
Davis & Co., A. C., grain commission.*
Ernst-Davis Grain Co., commission.*
Fisher Com. Co., E. D., grain commission.*
Goffe & Carkner, recvrs. and shprs. of grain.*
Gregg Grain Co., Mason, commission merchants.
Hinds & Lint Grain Co., receivers, shippers.
Houston Carpenter Gr. Co., cash & futures, grain.
Logan Bros. Grain Co., grain commission.
Mammoth Milling Co., grain, flour, feed.
Moore-Seaver Grain Co., receivers and shippers.*
Moore-Lawless Grain Co., grain receivers.
Murphy Grain Co., strictly commission.*
Nicholson Gr. Co., W. S., grain commission.
Norris Grain Co., grain merchants and exporters.
Roehen-Cary Grain Co., grain, flour, millfeed.*
Russell-Grain Co., hay our specialty.
Smith-Mann Gr. Co., consignments & futures.
Steele & Co., H. H., grain and seeds.*
Terminal Elevators, receivers, shippers.
Thresher Fuller Grain Co., grain commission.*
Tomlin Grain Co.
Vanderslice-Lynds Co., grain commission.
Wright Com. Co., A. D., grain consignments.

KENTLAND, IND.

McCray, Morrison & Co., track buyers.*

LA FAYETTE, IND.

Heinmiller, F. G., track buyer of grain.

LIMA, OHIO.

Ward Grain Co., track buyers & brokers, grain.

LITTLE ROCK, ARK.

Gordy Co., C. L., grain and millfeed brokers.
Hayes Grain & Com. Co., grain, hay, millfeeds.

LOUISVILLE, KY.

Board of Trade Members.
Bingham-Hewett Grain Co., recrs. & shprs. grain.*
Brandeis & Son, A., recvrs. & shippers of grain.*
Edinger & Co., grain, hay, flour.
Farmer & Sons, Oscar, hay and grain.
Menefee & Co., R. H., grain and hay.
Schuff & Co., A. C., grain & hay.
Thomson & Co., W. A., corn, oats & rye.
Verhoeff & Co., H., receivers and shippers grain.*
Zorn & Co., S., grain.*

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

MEMPHIS TENN.

Merchants Exchange Members.

Buxton, E. E., broker and commission merchant.
Davis & Andrews Co., grain dealers.*
Horton & Co., J. B., grain & hay commission.
Jones, Lee D., grain & hay commission.
Jones & Rogers, grain dealers.*
Ransom, R. P., grain, hay and millfeed.
Scruggs-Robinson Co., brokers & com. merchants.
U. S. Feed & Grain Co., grain, hay, millfeed.
Webb & Maury, grain and hay.*
Wyatt, E. W., grain, hay and millfeed broker.

MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.*

MIDDLE POINT, OHIO.

Pollock, H. G., track buyer of grain, hay, straw.

MILWAUKEE, WIS.

Chamber of Commerce Members.

Bartlett & Son Co., L., grain commission.
Courteen, S. G., field seeds.
Ellsworth, B. G., grain consignments.
Fagg & Taylor, grain merchants.*
Frankie Grain Co., grain and feed.
Hadden Co., E. G., grain commission mchts.*
Johnstone & Templeton, grain commission.
Kamm & Co., P. C., barley and rye.*
Lauer & Co., J. V., grain commission.
Mereness & Potter Co., grain commission.*
Morris-Parry Grain Co., Grain Dealers.
Owen & Co., O. C., grain commission merchants.
Owen & Brother Co., grain commission.
Rankin & Co., M. G., shippers, corn, oats, barley.
Rialto Elvtr. Co., grain receivers & shippers.
Stacks & Kellogg, grain merchants.
Wissbeck-Grunwald Co., grain and feed.

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Anchor Grain Co., grain commission.
Benson-Newhouse-Stabeck Co., grain commission.
Cargill Commission Co., grain commission.
Carter, Sammis & Co., grain commission.
Dalrymple, Wm., grain commission, receiver.
Fraser-Smith Co., grain commission.
Gee Grain Co., G. E., grain consignments.
Getchell-Tanton Co., grain commission.
Gould Grain Co., grain merchants.
Hankinson & Co., H. L., grain commission.
International Grain Co., grain consignments.
Johnson & Olson Grain Co., grain commission.
Marfield Grain Co., grain commission.
McCaull Dinsmore Co., consignments solicited.*
McDonald & Wyman, grain commission.
Minneapolis Seed Co., field seeds.
Minnesota Grain Co., rain commission.
Nicholls & Taylor, grain consignments.
Poehler Company, H., grain commission.*
Quinn Shepherdson Co., grain commission.
Ray Grain Co., grain commission.
Rihelddaffer Co., J. H., grain com's'n merchants.*
Stair, Christensen & Timmerman, grain commission.
Stinson-Tenney Co., grain commission.
Van Dusen-Harrington Co., grain merchants.*
Welch Co., E. L., grain commission.
Wernli-Anderson Co., grain commission.
Wyman & Co., C. C., grain commission.
Zimmerman, Otto A., barley specialist.

MONTGOMERY, ALA.

Dahlberg Brokerage Co., Inc., brokers and dealers.

NASHVILLE, TENN.

Grain Exchange Members.

Hughes Warehouse & Eltr. Co., grain.
Tennessee Gr. Co., receivers and shippers.

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

NEW CASTLE, PA.

Hamilton, C. T., hay, straw, grain, millfeed, pro.

NEW ORLEANS, LA.

Board of Trade Members.

Benedict Com.Co.,Ltd,rcvrs,shpr,exptrs hay & gr.

NEW YORK CITY.

Produce Exchange Members.

Cushing & Brandt, grain commission, buyers.*
Forbell & Co., L. W., grain commission.
Robinson, G. B., Jr., grain and millfeeds.

NORFOLK, VA.

Cofer & Co., J. H., wholesale grain.
Le Grand & Burton, grain and hay brokers.*

NORTH MANCHESTER, IND.

Kinsey Bros., grain, hay & seed merchants.

OKLAHOMA CITY, OKLA.

Hanna Grain Co., grain, hay, seeds, alfalfa meal.
Kammerdiener, Frank, wholesale grain & feed.
Kolp, E. R. & D. C., grain and seed dealers.
Perkins Grain Co., W. L., grain and seed dealers.
Oklahoma Export Co., grain, feed and hay.
Semple Gr. & Feed Co., C. Y., grain & feed.

OMAHA NEB.

Grain Exchange Members.

Beal-Vincent Grain Co., receivers, shippers.*
Cavers Elevator Co., receivers and shippers.*
Crowell Elevator Co., rcvrs, shippers.*
Holmquist Eltr. Co., receivers and shippers.
Huntley, E. E., broker.
Hynes Grain Co., receivers and shippers of grain.
Imperial Mig. Co., grain consignments.
McCaull-Dinsmore Co., grain.
Merrlam Commission Co., consignments.
Missouri Valley Elvtr. Co., grain merchants.
Nebraska-Iowa Gr. Co., consignments a specialty.*
Omaha Elevator Co., receivers, shippers.*
Roberts Gr. Co., Geo. A., grain dealers.
Taylor Grain Co., receivers and shippers.*
Thresher, E. R., grain broker.
United Grain Co., grain commission.
Weekes Grain Co., receivers and shippers of grain.
Welsh Grain Co., grain and hay commission.

PEORIA, ILL.

Board of Trade Members.

Arnold & Co., F. W., grain consignments solicited.
Bowman & Co., Geo. L., grain commission.
Buckley, Pursley & Co., grain and seeds.*
Feltman, C. H., grain commission.
Grier & Co., T. A., grain commission.
Miles, P. B. & C. C., grain commission.*
Rumsey, Moore & Co., grain receivers.*
Tyng, Hall & Co., grain commission.*

PHILADELPHIA, PA.

Commercial Exchange Members.

Barlinger, M. F., grain and millfeed.*
Brazer, W. P., Mgr., Finley Barrell & Co.
Delp Grain Co., E. E., grain and millfeeds.*
Dunwoody Co., E. L., flour, grain, feed.*
Lemont & Son, E. K., hay, grain, millfeed.*
Miller & Sons, L. F., grain, seeds, hay.*
Pultz & Co., J. B., grain and feed.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Edw. M., grain and feeds.
Standard Hay & Grain Co., grain, hay & straw.
Stites, A., Judson, grain and millfeed.

PIQUA, OHIO.

Kress Co., The Harry W., trk. bryers, gr. & hay.*

PITTSBURG, PA.

Members Grain and Hay Exchange.

Elwood & Co., R. D., hay and grain.
Foster, C. A., grain, hay, feed.*
Geidel & Dickson, grain and hay.
Hardman & Heck, grain, hay and millfeed.
Heck & Co., W. F., grain, hay and millfeed.*
McCaffrey's Sons Co., Daniel, hay, grain, millfeed.
McCaughy, R. S., grain, hay.*
Smith & Co., J. W., grain, hay, feed.
Stewart, D. G., & Geidel, grain, hay and feed.
Walton Co., Sam'l, grain and hay.

PUEBLO, COLO.

McClelland Met'l I. & R. Co., grain, hay & feed.

RICHMOND, VA.

Beveridge & Co., S. T., grain, hay, feeds, seeds.
Bragg, W. G., commission, grain, hay, millfeed.
Fairbank & Co., S. G., grain, hay, seeds.
Southern Brokerage Co., grain, hay, feeds & seeds.

SAGINAW, MICH.

Carr Co., Henry W., grain, hay, beans, seeds.

SAN ANTONIO, TEXAS.

Lupton Gr. Co., R., whol. grain & cottonseed pdts.

SIOUX CITY, IOWA.

Board of Trade Members.

Fields & Slaughter Co., grain, hay and feed.
Iowa-Dakota Gr. Co., grain & com. merchants.

ST. JOSEPH, MO.

Gordon Comm. Co., T. P., grain dlr. and broker.*

ST. LOUIS, MO.

Merchants Exchange Members.

Adams Com. Co., Geo. A., grain merchants.
Connor Bros. & Co., grain.*
Eaton McClellan Com. Co., grain and hay.
Elmore Schultz Gr. Co., rcvrs. & shprs. grain.
Goffe & Carkener Co., grain commission.*
Green Commission Co., W. L., grain.*
Kennedy Grain Co., receivers, shippers.
Langenberg Bros. & Co., grain and hay.
Morton & Co., grain, hay and seeds.
Mullally Com. Co., John, grain, hay, seeds.*
Nanson Commission Co., grain commission.*
Pendleton Grain Co., grain merchants.
Picker & Beardsley Com. Co., grain & grass seed.*
Powell & O'Rourke, receivers, shippers.*
Toberman, Mackey & Co., consignments solicited.

TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.*

TOLEDO, O.

Produce Exchange Members.

DeVore & Co., H. W., grain and seeds.
Goemann Grain Co., grain buyers.*
King & Co., C. A., grain, clover seed.*
Rundell Co., W. A., grain and seeds.*
Southworth & Co., grain commission.*
The Toledo Field Seed Co., clover, timothy.
Wickenhiser & Co., John, rcvrs. & shpr. of gr.
Zahn & Co., J. F., grain, seeds.*

TOPEKA, KAN.

Bennett Com. Co., A. H., grain merchants.
Hoyt-Blanchard Grain Co., wholesale grain.
Jolley Grain Co., grain merchants.
Norton Grain Co., milling wheat a specialty.
Topeka Gr. & Elevtr. Co., receivers & shippers.

TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.

TRINIDAD, COLO.

Bancroft-Marty Feed & Produce Co., hay & grain.

WASHINGTON, D. C.

Anderson, E. M., grain brokers and millers agent.
Craig, J. V., hay and grain broker.*

WICHITA, KANS.

Board of Trade Members.

Baldwin-Barr Gr. Co., receivers & shippers.
Craig Gr. Co., J. W., grain consignments.
Harold Grain Co., J. C., receivers & shippers.
Independent Grain Co., grain commission.
Keith Gr. Co., N. H., brokers & commission.
Kelly Bros. Gr. Co., commission & brokerage.
Kelly, Edward, wholesale grain & commission.
Woodside-Smith Gr. Co., receivers & shippers.

WINFIELD, KANS.

Daves & Daves Grain Co., grain, hay & millfeed.
Hayes & Co., John, wholesale grain and hay.
Head Grain Co., grain, millfeed, seeds.

*Members Grain Dealers National Association.

ATCHISON BOARD OF TRADE MEMBERS

The S. R. Washer Grain Co. Atchison, Kansas

Receivers and Shippers of Kansas Hard Wheat,
Corn and Oats. Sacked Grain, Mill Stuffs,
Corn Chops, Mixed Cans.
Write for Bids or Quotations.

Corn Belt Grain Co. DEALERS IN GRAIN AND MILLFEED Honest Weights and Grades ATCHISON, KANSAS

BLAIR ELEVATOR CO. ATCHISON, KANS. Receivers and Shippers Kansas Hard Turkey Wheat, Corn & Oats

OMAHA GRAIN EXCHANGE MEMBERS

CAVERS ELEVATOR COMPANY
OMAHA, NEB.

Buy, Sell, Handle Consignments,
Grain and Hay, make Pure Corn
Chops, Sack grain, quote prices de-
livered any R. R. station.

MISSOURI VALLEY ELEVATOR COMPANY
Omaha, Nebr.

Milling Wheat

Corn for feeding trade

Our facilities for handling your orders are the best

THE McCAULL-DINSMORE CO.
OMAHA, NEBRASKA.

Buyers and Shippers of
WHEAT, CORN, OATS
BARLEY, RYE, FLAX

Efficient Service on Consignments
Correspondence Solicited.

CROWELL ELEVATOR COMPANY
Receivers and Shippers
GRAIN
Consignments Solicited
OMAHA**Holmquist Elevator Co.**
OMAHA, NEB.

Receivers and shippers of all kinds of grain.
Sacked corn and oats a specialty.
Consignments solicited.

Imperial Milling Co. Elevator
Office, Brandeis Bldg., Omaha, Neb.

We buy and sell Grain, Sack Grain,
and Solicit Consignments.

"All We Know Is Consignments"

MERRIAM COMMISSION CO.
GRAIN OMAHA

Brandeis Bldg.

TOLEDO PRODUCE EXCHANGE MEMBERS

WHEN "SEEDY"
TRY
C. A. KING & CO.

Futures and Consignments.
Red Clover, Timothy and Alsike.
TOLEDO Leads the World

JOHN WICKENHISER & CO.
Wholesale Grain Dealers
TOLEDO, OHIO

We make track bids and quote delivered prices.
Solicit consignments of Grain and Clover Seed.
Members Toledo Produce Exchange and Chicago
Board of Trade

"Send it to Zahm"

THAT Consignment of Wheat, Oats,
Corn or Seed.

THAT order for futures—Toledo or
Chicago.

TOLEDO is the real market for Red
Clover, Alsike and Timothy futures.

J. F. Zahm & CO.

TOLEDO (Here since 1879) OHIO

Ask for our daily Red Letter—FREE.

H. W. DEVORE & CO.
SOLICIT YOUR BUSINESS

We do not believe in Special Privilege, therefore have
no special inducements to offer, except our same old
reliable way of doing things which we have employed
since 1887.
CASH AND FUTURES GRAIN AND SEEDS
TOLEDO, OHIO

**Give Your Ad a Chance to
MAKE GOOD**

Run it in the
GRAIN DEALERS JOURNAL

BALTIMORE CHAMBER OF COMMERCE MEMBERS

CHAS. ENGLAND & CO.

Commission Merchants

GRAIN :: HAY :: SEEDS
308-310 Chamber of Commerce, BALTIMORE

CONSIGNMENTS A SPECIALTY
JOHN T. FAHEY & CO.

Commission Merchants

Grain Receivers and Shippers
In the Market every day

Remember us on Rye BALTIMORE, MD.

Established 1882
G. A. HAX & CO.

COMMISSION

Grain, Hay and Seeds

445 North Street BALTIMORE, MD.

MEMPHIS MERCHANTS EXCHANGE MEMBERS

R. P. RANSOM
DEALER IN**Grain, Hay and Mill Feeds**

Liberal advances made on any consignments.

MEMPHIS - - - TENNESSEE

U. S. FEED & GRAIN CO.Dealers in GRAIN, HAY, MILL FEED
Manufacturers MIXED FEEDS

Correspondence Solicited

MEMPHIS, - TENNESSEE

B-Y's and get Y's
"Consign it to Jones"**LEE D. JONES**Grain and Hay Commission Merchant
MEMPHIS, TENN.**Write Us**

H. J. Hasenwinkle Co., want
your consignments for the
Memphis market.

Advertising

Must first attract, then interest, and
finally convince. Keep advertising and
the country shipper will give you the
preference.

BUFFALO CORN EXCHANGE MEMBERS

Alder-Stofer Grain Co.

CONSIGNMENTS
A SPECIALTY

BUFFALO, - N. Y.

"The permanent success of our business depends on our customers' continued satisfaction. Our business has been established forty years."

**THE CHURCHILL
GRAIN AND SEED CO.**

Solicit a Share of Your
Buffalo Business.
PERSONAL ATTENTION ASSURED.

Buffalo Cereal Company

BUYERS OF
WHITE CORN, YELLOW CORN
and WHITE OATS
BUFFALO NEW YORK

PRATT & CO.

Grain Commission Merchants

Correspondence Solicited
817-829 Chamber of Commerce
BUFFALO, N. Y.

REMEMBER

When making consignments
to Buffalo, that I do a
STRICTLY COMMISSION BUSINESS
W. G. HEATHFIELD
Member of Corn Exchange BUFFALO, N. Y.

**THE TOWNSEND-WARD CO.
GRAIN COMMISSION**

633 Chamber of Commerce, BUFFALO, N. Y.

Consignments Solicited.
Personal Attention Given All Shipments.

**Electric Elevator & Milling Co.
RECEIVERS and SHIPPERS**

GRAIN
Consignments Solicited
319 Chamber of Commerce, BUFFALO, N. Y.

**A. W. HAROLD
GRAIN
BARLEY**

A SPECIALTY
717 Chamber of Commerce, Buffalo, N. Y.

S. M. RATCLIFFE

Grain, Hay and Straw

Chamber of Commerce, Buffalo, N. Y.
Consignments Solicited

BURNS GRAIN CO.

PHILADELPHIA COMMERCIAL EXCHANGE MEMBERS

E. E. DELP GRAIN CO.

ELEVATOR AND MILLS
BOURBON, INDIANA

Eastern Office, - Philadelphia, Pa.



CORN and oats in split cars find a
ready market here.

M. F. BARINGER THE BOURSE 502-3-4 **PHILADELPHIA**

L. F. MILLER & SONS
Receivers and Shippers of
GRAIN, FEED, SEEDS, HAY, ETC.

CONSIGNMENTS SOLICITED

Office 2931 N. Broad St., PHILADELPHIA, PA.

ACCOUNT BOOKS FOR SALE
BY
GRAIN DEALERS JOURNAL, CHICAGO

A Want Ad in the JOURNAL
printed,
Brings Business, Gets Results
Unstinted.

1877 1912
THIRTY-FIVE YEARS' EXPERIENCE
in handling oats and corn makes it profitable
for you to ship to LEMONT.
E. K. LEMONT & SON
388-390 Bourse Bldg., Philadelphia, Pa.

TOPEKA WHOLESALE GRAIN DEALERS

GET THE
New Robinson's Cipher
Revised Edition
with 1912 Supplement

An absolute necessity to every grain dealer in
active business today. Do not waste money by
trying to do business with out of date editions.

Printed on good paper, bound in
full leather with gilt edges,
\$2.00. Cloth \$1.50.

GRAIN DEALERS JOURNAL
315 So. La Salle St., CHICAGO, ILL.

The Topeka Grain & Elevator Co.
Receivers and Shippers of
GRAIN

Special attention given to milling trade on Hard
and Soft Wheat, also White Corn. Write or wire
for delivered prices. Members Kansas Grain Dealers
Association. TOPEKA, KANS.

JOLLEY GRAIN CO.
TOPEKA, KANSAS

Ask for samples and prices on
Choice Kansas Turkey Wheat.

Members { Kansas City Board of Trade
St. Louis Merchants Exchange

A. H. BENNETT COMMISSION CO.
**VIRGIN KANSAS
TURKEY WHEAT**
TOPEKA, - - KANSAS

The Norton Grain Co.
Receivers and Shippers
KANSAS HARD WHEAT
Topeka - - - Kansas

PITTSBURGH GRAIN AND HAY EXCHANGE MEMBERS

ESTABLISHED 1879

J. W. Smith & Company
PITTSBURGH, PA.**CORN OUR SPECIALTY**

Established 1878

C. A. FOSTERWholesale Grain, Hay, Straw and Feed
Oats my Specialty

701 Wabash Bldg.

Pittsburgh, Pa

W. F. HECK & CO.Will handle your consignments on regular
terms, or buy outright**GRAIN, HAY, STRAW and MILL-FEED**
Car or mixed car lots

727 Wabash Bldg. PITTSBURGH, PA

We want HAY & STRAWWe get the top price on consignments, make
liberal advancements and prompt remittances.**Daniel McCaffrey's Sons Co.**
Pittsburgh, Pa.

Refer to Washington Trust Co., or any bank in city

**The paper the Grain Dealer
supports, because it supports
the Grain Dealer—****GRAIN DEALERS JOURNAL****CLARK'S
Car Load
Grain Tables**

Seventh Edition Revised and Enlarged

WITH these tables you can quickly check up all reductions
and detect and prevent errors, which in the car lot
business are liable to run into the hundreds of bushels.

Largest and most complete car load reduction table ever published. Five new tables have been added and a set of tables for Malt is included in this new edition. RANGE—Oats and Cotton Seed (32 lbs.), 7 tables, from 20,000 to 97,000 lbs. Malt (34 lbs.), 5 tables from 20,000 to 75,000 lbs.

Barley, Buckwheat and Hungarian Grass Seed (48 lbs.), 7 tables, from 20,000 to 97,000 lbs. Corn, Rye and Flax Seed (56 lbs.), 9 tables, from 20,000 to 118,000 lbs. Wheat, Clover, Peas and Potatoes (60 lbs.), 9 tables, from 20,000 to 118,000 lbs. The number of bushels in any weight of grain within the numbers specified above are given in bold face type, the remaining pounds in light face type. Pounds are printed in red and bushels in black.

PAPER—These tables are printed on durable heavy linen ledger paper and bound in leather covers with marginal index Price, delivered, \$2.50.**GRAIN DEALERS JOURNAL** 315 So. La Salle St., CHICAGO
ILLINOIS**CAIRO BOARD OF TRADE MEMBERS****H. L. HALLIDAY MILLING CO.**

We Handle

WHEAT, CORN AND OATS

Cairo, Illinois

Magee Grain Company**GRAIN**

Delta Elevator

CAIRO, ILL.

Read the advertising pages.

They contain many stories of interest.

The **Grain Dealers Journal** presents only reputable concerns.**Halliday Elevator Company****MEMBERS:** Chicago Board of Trade
Cairo Board of Trade**GRAIN**Facilities for handling your shipments
to good advantage in either market

Send us your Hedging trades to Chicago

HALLIDAY ELEVATOR CO.
56 Board of Trade, Chicago**HALLIDAY ELEVATOR CO.**
CAIRO, ILLINOIS

CHICAGO BOARD OF TRADE MEMBERS

PHILIP H. SCHIFFLIN President
EUGENE SCHIFFLIN Sec'y and Treas.

Philip H. Schiffin & Co.
(INCORPORATED)

Commission Merchants
GRAIN, SEEDS and PROVISIONS

515-518 Postal Telegraph Bldg.
Tel. Harrison 833 CHICAGO, ILL.

THE success of the present
Rosenbaum Brothers
organization rests upon the
confidence of the grain dealers
in its salesmanship, its methods
and its business integrity. We
are exponents in the broadest
sense of "The Square Deal."

ROSENBAUM BROTHERS

"THE RESULT GIVERS"

77 Board of Trade Chicago, Illinois

Receivers and Shippers
OF

**Grain
Seeds
Provisions**

E. W. BAILEY & CO.

Commission Merchants

72 Board of Trade Chicago, Ill.

B. S. WILSON

HARRY BOORE

B. S. WILSON & CO.
GRAIN, SEEDS and PROVISIONS

1118-1119 Royal Insurance Building
CHICAGO, ILL.

Succeeding to the Commission Business of
T. E. WELLS & CO.

W. M. TIMBERLAKE,

Manager Grain Department

C. H. THAYER & CO.

Your Consignments and
Future Orders Solicited

206 So. La Salle St. - - CHICAGO

Henry H. Freeman & Co.

COMMISSION MERCHANTS

GRAIN HAY STRAW

66 BOARD OF TRADE, CHICAGO

REQUA BROTHERS
CHICAGO

Stands for Prompt Returns, undi-
vided attention to selling Consign-
ments. Give us a Trial.

FRANK E. GULICK, Manager Rec. Dept.

Good Execution Keeps Customers
Keeping Customers is Our Business

W. G. PRESS & CO.

GRAIN, PROVISIONS, STOCKS

175 W. Jackson Blvd., CHICAGO

Write for Daily Market Report
Mailed free.

35 Years Active Members Chicago
Board of Trade

Wm. Simons
President & Treas.

Consignments
Solicited.

We place
grain to
arrive.

Geo. L. Stebbins
Secretary



Warren T. McCray
Vice-President

Future
orders
given
personal
attention.

Edgar E. Rice
Representative

Where'll the new crop go?

Consign to

J. C. Shaffer & Company

Commission Merchants

Chicago, Ill.

CHICAGO BOARD OF TRADE MEMBERS

DURING THE NEW CROP MOVEMENT

Particular attention will be given to the proper inspection of your grain consigned to us. ¶ Send us samples of new grain and seeds for valuation.

J. H. Dole & Co., Chicago

HENRY RANG & CO. GRAIN AND SEEDS Barley a Specialty

CONSIGNMENTS SOLICITED

230 S. La Salle Street

CHICAGO

Travelling Representatives { W. R. HYDE
J. R. MURREL

H. W. Rogers

J. C. Rogers

H. W. ROGERS & BRO.
GRAIN, SEED AND PROVISIONS
COMMISSION MERCHANTS

402-408 Western Union Bldg. CHICAGO

H. W. Rogers, Pres. J. C. Rogers, Vice-Pres.

ROGERS GRAIN COMPANY

Buyers and Shippers of Grain.

References: Corn Exchange National Bank
First National Bank.

402-408 Western Union Building CHICAGO

GEO. B. QUINN

GRAIN COMMISSION

65 Board of Trade CHICAGO

Telephone Harrison 571

J. Herbert Ware
Edward F. Leland

CONSIGN

your Grain and Seeds, and
send your orders for **GRAIN,**
PROVISIONS and **STOCKS** to

Ware & Leland

160 WEST JACKSON BLVD.

Royal Insurance Bldg., CHICAGO

Long Distance Phones

Wabash 3262

Your Interests Are Our
Interests

When
the new
crop moves—

reapers hum,
wagons rattle,
elevators creak,
box cars bulge,
engines strain,
and yet

through all the flurry and handling of
this vast amount of extra business,
you will always receive that same satis-
factory, never-varying result-producing
service, if you

CONSIGN TO

Joseph Weil & Co.

Grain, Provisions and Cotton
Cash and Future Deliveries

Postal Telegraph Building, Chicago

If not convinced, consign us a trial
car when Chicago's receipts are highest.

Harrison 2075

Auto 53381

Walter Fitch

Leeds Mitchell

W. K. Mitchell

John H. Ashum

Certainly

Walter Fitch & Co., 651-59 Insurance
Exchange, Chicago

handle Consignments—

Orders for Futures
carefully executed.
Close personal
attention on
consignments.

Certainly

"Certain Satisfactory Service"

Branch Offices in Illinois:
Bloomington Princeton
Earlville Rossville
Ottawa Shabbona
Polo Watseka

Dixon

CHICAGO BOARD OF TRADE MEMBERS

SOMERS, JONES & Co.

COMMISSION MERCHANTS

GRAIN AND FIELD SEEDS

Consign your **GRAIN** and **SEEDS** to us for close personal attention and best possible results. We are fully prepared to give the best of service on consignments and on orders for future delivery

Ship us that next car.

Send for our market letters.

**CHICAGO
MILWAUKEE
MINNEAPOLIS**

Make drafts on us and address all correspondence to us at

82 Board of Trade, CHICAGO.

RUMSEY & COMPANY

RECEIVERS OF
RESPONSIBILITY &

CONSIGNMENTS
CONSERVATISM

CHICAGO

FINLEY BARRELL
PETER J. MALONEY
FREDERICK C. ALDRICH

EUGENE R. PIKE
BENJAMIN BLOCK
WILLIAM E. WHITE

Finley Barrell & Co.

**GRAIN
PROVISIONS
STOCKS**

The Rookery

CHICAGO

ARMOUR GRAIN COMPANY

CONSIGNMENTS SOLICITED

We are Fully Equipped in Every Way to Give Best Service in Chicago

137 S. LA SALLE ST.

CHICAGO

Hooper Grain Co.

**OAT
SHIPPERS**

Operate Atlantic and Grand
Trunk Western Elevators
Chicago

J. ROSENBAUM GRAIN CO.

(INCORPORATED)

GRAIN MERCHANTS

Correspondence Solicited

KANSAS CITY

CHICAGO

Lamson Bros. & Co.

ESTABLISHED 1874

Commission Merchants

**Grain Consignments
Solicited**

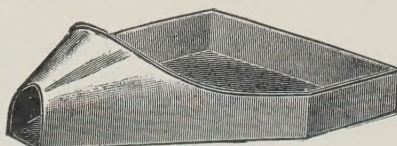
Also future delivery orders on all exchanges.

Grain — Provisions — Stocks — Cotton

6 Board of Trade

CHICAGO

GRAIN SAMPLE PAN



For Examining Samples of Grain and Seeds.
Made of Aluminum, strong, light and well made.
Will not Rust or Tarnish.

Grain Size, 24x12x16 1/2 inches.....\$1.50
Seed Size, 14x9x11 inches.....\$1.25

GRAIN DEALERS JOURNAL, La Salle St., CHICAGO

How we got some of our customers

One shipper liked the name.
He found that there was
something behind the
name.

Another had tried all the rest.
Then he sent a car to us
and quit trying.

The third had been told.
Now he tells others.

Then again one saw our ad.
He who does as he advertises,
grows.
We are growing.

Others wanted real results.
They got them.

We've got them still, they send

Consignments to

**Nash - Wright
Grain Company**

"IT'S THE SERVICE"

Phone Harrison 2379

**Postal Telegraph Bldg.
CHICAGO**

CHICAGO BOARD OF TRADE MEMBERS**H. M. PAYNTER**

Grain Commission—Correspondence Solicited.
402-8 Western Union Bldg., Chicago
All business transacted thru H. W. Rogers & Bro.

W. H. MERRITT CO.
Grain Buyers and Shippers

CORRESPONDENCE SOLICITED
87 Board of Trade, Chicago, Ill.

Nye & Jenks Grain Co.

Grain and Commission Merchants

907-913 Postal Telegraph Bldg. CHICAGO ILL.

ST LOUIS
W. A. FRASER CO.
PEORIA

Consignments and
Future Delivery Orders Solicited
Suite 715 Royal Ins. Bldg. CHICAGO

CONSIGNMENTS

Always Given Prompt Attention; Future
Orders Carefully Executed.

Our organization is complete. We
will aim to serve you well.

UPDIKE
Commission Company

Postal Telegraph Building, Chicago

W. H. Perrine, Pres.

H. F. Harvey, Secy.

W. H. PERRINE & CO.

(Incorporated)

GRAIN MERCHANTS

314 Postal Telegraph Bldg., CHICAGO
Telephone Harrison 939

Representatives: C. A. Johnson, Ft. Madison, Ia.
W. H. Morrison, Peoria, Ill.

Our experience and personal attention to your business gets the results you want. Try us.

CLARK'S GRAIN TABLES FOR WAGON LOADS

TWELFTH EDITION

The best and most complete edition of these popular reduction tables ever issued.

It contains 16 grain tables and two pages of freight tables all printed from heavy-faced type in two colors on 175-pound Manila stock. It is reinforced at back with silk cloth.

Marginal index for quickly finding table wanted.

All reductions are complete on one page. It has a range from 100 to 4,090 lbs. on 10-pound breaks.

The tables show the following reductions: Oats at 32 lbs., 33 lbs. and 35 lbs. Timothy Seed, 45 lbs.

Barley, Hungarian Grass Seed and Corn Meal at 48 lbs. Barley at 50 lbs. Shelled Corn, Rye and Flax

Seed at 56 lbs. Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs. Wheat, 60 lbs., with 1, 2, 3

and 5 lbs. dockage. Ear Corn at 70 lbs., 72 lbs., 75 lbs. and 80 lbs. per bu.

Freight table shows rate per bushel at 60, 56, 48 and 32 lbs. per bu. when the rate per 100 lbs. is

1 to 30¢ cents in ½ cent rises. Price postpaid 50 cents.

Grain Dealers Journal

315 So. La Salle Street

CHICAGO, ILL.

MILWAUKEE CHAMBER OF COMMERCE MEMBERS

E. P. BACON, Prest.

W. P. BISHOP, Vice-Prest.

J. J. CRANDALL, Secy. and Treas.

E. P. BACON CO.**Grain Commission Merchants**

CHICAGO — MILWAUKEE — MINNEAPOLIS

We are conducting offices in each of the markets above named, under the management of experienced Cash Grain men in the respective markets.

We do not engage in buying grain on track or otherwise and are not interested in any manner in the purchase or manufacture of grain of any kind either in the country or at terminal markets; our business being confined to the selling of grain and seeds on consignment for the account of shippers.

Our managers in the three markets keep in constant touch with each other by wire during trading hours as to the condition of the cash grain market at each place, and by exchanging samples daily by mail representing actual sales.

F. D. AUSTIN, Manager

Chicago

537 Postal Telegraph Building

Milwaukee Office

17 Chamber of Commerce

W. B. HATCH, Manager

Minneapolis

618 Flour Exchange

MILWAUKEE CHAMBER OF COMMERCE MEMBERS

Grain Dealers

It is no speculation to ship us your grain. It's a sure thing you will be satisfied.

L. BARTLETT & SON CO.
Milwaukee Chamber of Commerce

STACKS & KELLOGG
GRAIN MERCHANTS

909-11 Railway Exchange Bldg., MILWAUKEE, WIS.
We also handle all grades of chicken feed wheat feed barley, screenings, off-grade and damaged grain.

TRY
M. G. RANKIN & CO.

on consignments of
Barley, Rye, Corn, Oats
First Floor, Chamber of Commerce
MILWAUKEE

RYE: CHOICE GRADES
FRANKE GRAIN CO.

415-417 Chamber of Commerce MILWAUKEE, WIS.
BROKERS—FEED AND GRAIN

CHICAGO MINNEAPOLIS
J. V. LAUER & CO.

Grain Commission
BARLEY A SPECIALTY
Ship us your next car. Chamber of Commerce
MILWAUKEE, WIS.

B. G. ELLSWORTH

500 Mitchell Building, MILWAUKEE, WIS
23 years experience in Milwaukee market
Consignments and shipping orders
given special attention.

Cifer Codes

ALL KINDS.
WRITE FOR CATALOG TO
Grain Dealers Journal
CHICAGO, ILL.

F. R. Morris, Pres. T. W. Parry, Sec'y-Treas.

Morris-Parry Grain Co.
Buyers and Shippers All Kinds Grain
505 Chamber of Commerce
Milwaukee, Wis.

E. G. HADDEN CO.

FUTURES
WHEAT, CORN AND OATS
DAILY and WEEKLY PRIVILEGES
13 Chamber of Commerce, Milwaukee, Wis
Send for "Seed Time and Harvest."

Just Think—

of the small proportion of the World's grain crop handled by Mereness & Potter—yet every bushel we do handle receives that service equal to any well handled bushel of grain in the World.

Our reputation is not founded on quantity, but on quality. Our personal experienced attention in the execution of consignments, and the prompt satisfactory returns, has proven more valuable on one bushel of grain, than merely to handle many bushels of grain with only the desire to get it done. That's why you should

Consign

Mereness & Potter

"Surprisingly Satisfactory Service"

MILWAUKEE, WIS.

NEW YORK PRODUCE EXCHANGE MEMBERS

CUSHING & BRANDT,

Commission Merchants **CONSIGNMENTS SOLICITED** Buyers of Cash Grain

WE BUY HOT CORN. Make us offers, will always respond
MEMBERS—New York Produce Exchange, Chicago Board of Trade, Buffalo Corn Exchange,
National Grain Dealers Association.

424 PRODUCE EXCHANGE

NEW YORK

L.W.FORBELL & CO.

COMMISSION MERCHANTS
GRAIN AND MILL FEED; OATS
A SPECIALTY

Consignments Solicited
342 Produce Exchange, NEW YORK CITY

ST. LOUIS MERCHANTS EXCHANGE MEMBERS

GEO. A. ADAMS COMMISSION CO.

Merchants Exchange, ST. LOUIS
RECEIVERS and SHIPPERS
Orders for Future Delivery executed in all
markets. Correspondence solicited.

Ship Your Grain, Hay and Seeds to
JOHN MULLALLY COMMISSION CO.

ST. LOUIS, MO.
We never buy—handle on Consignment only

CONSIGN YOUR
GRAIN, HAY AND SEEDS

TO
FOELL & CO.
Established 1860 ST. LOUIS, MO.

Stop Experimenting

Consign your Grain & Hay
TO
LANGENBERG BROS. & CO.
St. Louis, Mo.

MORTON & CO.
GRAIN - HAY - SEEDS
COMMISSION ONLY
Merchants Exchange, ST. LOUIS, MO.

When you think of CONSIGNMENTS
Think of ST. LOUIS
Then think of
CONNOR BROS. & CO.
3rd and Pine Sts., ST. LOUIS
Future orders executed Grain and Hay
St. Louis and Chicago

RECEIVERS SHIPPERS
W. L. GREEN COMMISSION CO.
ST. LOUIS
OF GRAIN

Toberman, Mackey & Co.
Receivers and Shippers of
HAY AND GRAIN
"Eight Years in Business and Leads Them All."
Can handle your Consignments at St. Louis
and Kansas City.
ST. LOUIS KANSAS CITY

WE CAN

furnish your needs in this and any
other markets in any phase of the
grain business.

IF YOU

will furnish us with your order or your
CONSIGNMENTS we guarantee
satisfaction.

Elmore-Schultz Grain Co.
Consignments Solicited.
433 Pierce Bldg. ST. LOUIS, MO.

W. C. GOFFE G. S. CARKENER
G. C. MARTIN, Jr.

Goffe & Carkener Co.
ST LOUIS
CONSIGNMENTS SOLICITED

Members { Merchants Exchange, St. Louis
Kansas City Board of Trade
Chicago Board of Trade

Powell & O'Rourke
Receivers and Shippers
of

GRAIN

St. Louis Missouri

What would you take for 25 years of your life?

You get the benefit of our 25 years' experience
in the Grain Trade when you consign to

EATON-McCLELLAN COM. CO.
Merchants Exchange, St. Louis

"THE
Consignment House
OF
ST. LOUIS"

FOR THE SALE OF
GRAIN, HAY, AND GRASS SEEDS
PICKER & BEARDSLEY
COMMISSION COMPANY
118 NORTH MAIN ST.

Nanson Commission Co.

(INCORPORATED)

GRAIN AND HAY

Write us for full
Information on
St. Louis Markets

202 Chamber of Commerce
ST. LOUIS

Consignments
a Specialty

PEORIA BOARD OF TRADE MEMBERS

Make 1912 a bigger and better year.

A sure way is by consigning to

Rumsey, Moore & Co.
Board of Trade, Peoria, Ill.

BUCKLEY, PURSLEY & CO.
Commission Merchants
GRAIN AND SEEDS

10 Chamber of Commerce, PEORIA, ILL.

GEO. L. BOWMAN & CO.
GRAIN COMMISSION

PEORIA, ILLINOIS

KANSAS CITY BOARD OF TRADE MEMBERS

R. J. THRESHER, Pres. L. A. FULLER, Secy.

Thresher Fuller Grain Co.
Grain Commission Merchants
Consignments Solicited

Grain Bought and Sold for Future Delivery
310-311 Board of Trade KANSAS CITY, MO.

A.C. DAVIS & CO.

Grain Commission

Mill orders a specialty
Consignments and Future Orders Solicited
KANSAS CITY, U. S. A.

If you are not shipping us,
Send us a car when shipping others.

By comparison you will find
the service we render!

**ERNST-DAVIS
GRAIN COMPANY**

KANSAS CITY, MO.

Special Attention Given to Futures

Members:


KANSAS CITY BOARD OF TRADE
CHICAGO BOARD OF TRADE
ST. LOUIS MERCHANTS' EXCHANGE

Want a Job?—Advertise in the Situation Wanted
columns of the Grain Dealers Journal.

ROAHEN-GARY GRAIN CO.

"The RIGHT Commission Firm"

KANSAS CITY - - - MISSOURI

Hay There Consign  **RUSSELL GRAIN CO.**
Us KANSAS CITY, MO.

MOORE-LAWLESS GRAIN CO.

Conscientious Service on Consignments

KANSAS CITY :: MISSOURI

G. VIZCARRO

who is doing a grain brokerage
business at

435 Gibraltar Bldg., Kansas City, Mo.

is not a member of the Kansas
City Board of Trade. A check
drawn by him on The Com-
merce Trust Co. of that city was
permitted to go to protest and he
has refused to pay the check or
the protest fees.

Consign it to

Smith Mann Grain Co.

"Those Hustlers"

K. C.

HOEBEL GRAIN CO.

Consign Your Grain to a
Strictly Commission Firm

KANSAS CITY, MISSOURI

MINNEAPOLIS CHAMBER OF COMMERCE MEMBERS

For Good Results

Better Consign to the Old Firm

Nicholls & Taylor

MINNEAPOLIS

or

McKindley & Nicholls

DULUTH

RYE

CORN OATS

G. E. Gee Grain Co.

77 Chamber of Commerce, Minneapolis

GOULD GRAIN CO.

F. J. SEIDL

P. M. INGOLD

Consignments

A Specialty

Write for our Special Market Letter

MINNEAPOLIS, MINN.

We solicit your CONSIGNMENTS for
Minneapolis, Duluth, Milwaukee, Chicago.

STINSON-TENNEY CO.

INTERNATIONAL GRAIN CO.

MINNEAPOLIS, MINN.

Receivers and Shippers of ALL KINDS OF GRAIN

Consignments Solicited

Send Samples—Barley—Oats—Flax and Low Grade Wheat for Quotations

MINNEAPOLIS CHAMBER OF COMMERCE MEMBERS

E. L. WELCH
Pres. & Treas.

C. A. MALMQUIST
Vice-Pres.

T. H. WELCH
Secretary

E. L. WELCH

COMPANY

GRAIN COMMISSION

Consignments Solicited.

Special attention given to
"sell to arrive" orders. We
honor drafts, with bills of lad-
ing attached, for advances.
Give us a trial. Option orders
executed in all markets.

WRITE FOR INFORMATION

Members Of All The Principal Exchanges

Nat. Ger. Am. Bank

St. Paul

Chamber of Commerce

MINNEAPOLIS

Board of Trade

Duluth

MINNEAPOLIS CHAMBER OF COMMERCE MEMBERS

The VAN DUSEN-HARRINGTON Co. GRAIN COMMISSION

Write for prices and samples. We solicit your consignments and futures business.

Minneapolis Winnipeg Duluth

"Productive Service"

Wernli-Anderson Co. CONSIGNMENTS

Minneapolis, Minn.

H. L. HANKINSON & CO.

GRAIN COMMISSION
Solicit Your Consignments

MINNEAPOLIS
MILWAUKEE DULUTH

For RIGHT GRADES Ship Johnson Olson Grain Co.
GOOD PRICES

SHIP TO H. POEHLER CO.

EST. 1855
GRAIN COMMISSION
MINNEAPOLIS DULUTH

Fraser Smith Company

i n e s t Service C o n s i g n m e n t s

Duluth :: Minneapolis :: Milwaukee

J. H. Riheldaffer Co.

153 Chamber of Commerce Annex
MINNEAPOLIS

Grain Commission

Careful personal attention given to consigned grain. We know its value.

Consign Your Grain
To

Cargill Commission Company

Good Sales Absolute Security
Quick Returns Courteous Treatment

Write for Market Letter and Barley
Posting Service.

754 Security Bank Bldg. 611 Board of Trade
MINNEAPOLIS DULUTH

GRAIN CONTRACTS

Form 10 is a duplicating contract book, containing 100 original and 100 duplicate contracts for contracting the purchase of grain from farmers; originals and duplicates are printed on bond paper of different colors, with spaces on the back of the leaf for entering grain delivered on the contract. By using a sheet of carbon paper between the original and the duplicate, each entry on one is duplicated on the other. The contracts are numbered in duplicate. Check bound, size 5¼ x 8½ inches. Machine perforated. Price with four sheets of carbon paper, \$1.00.

GRAIN DEALERS JOURNAL
315 S. La Salle Street Chicago, Ill.

GRAIN BOOKS



303-5 5th Ave. So., Minneapolis, Minn.

There is no better time to advertise than the present. Better start before your competitor. Write the JOURNAL today.

RAILROAD CLAIMS BOOK

This book is designed to facilitate the making of Claims against railroads and keeping a complete record of them. There are four forms arranged so a carbon copy can be kept of each claim, as follows:

- Form A. Loss of weight in transit.
- Form B. Loss in market value due to delay.
- Form C. Loss in quality due to delay in transit.
- Form D. Loss in market value due to delay in furnishing cars.

This book will save its price many times over by economizing time and labor, and insuring an accurate and complete record.

ORDER FORM 411. PRICE \$1.25.

GRAIN DEALERS JOURNAL, La Salle Street, CHICAGO, ILL.

Why Minneapolis is a
leading Cash Grain Market



The McCaull-Dinsmore Co.

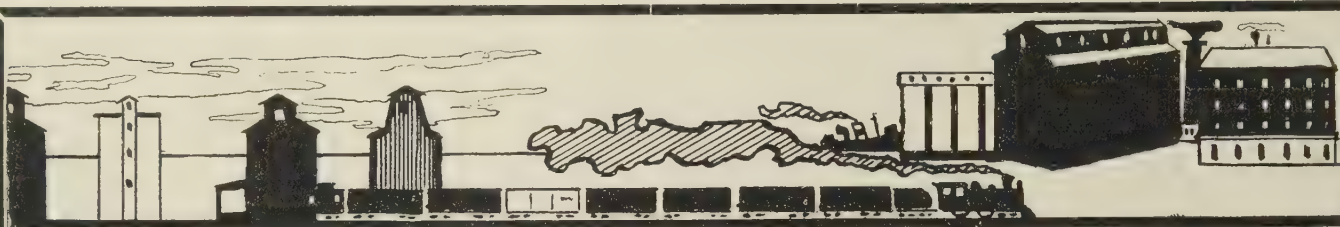
"Consignment Specialists"

also Duluth.

BRANCH OFFICES:

Aberdeen, So. Dakota
Sioux City, Iowa
Omaha, Nebraska
Helena, Montana

CINCINNATI CHAMBER OF COMMERCE MEMBERS



IF YOU DEMAND EXPERIENCE—We have had it.

IF YOU DEMAND COURTESY—We were born in Kentucky.

IF YOU DEMAND CAPACITY—One car or a hundred, we don't care.

IF YOU DEMAND SERVICE—QUICK ACTION — Call our Decatur office or wire us.

IF YOU DEMAND OUR RECORD—Ask your neighbor.

IF YOU DEMAND TO BE SHOWN—We have satisfied the most exacting "Missourians."

Paul Van Leunen & Co.

DECATUR, ILLINOIS

CINCINNATI, OHIO

ASK FOR OUR BIDS.

WICHITA BOARD OF TRADE MEMBERS

J. W. CRAIG GRAIN CO.

Turkey hard wheat for the milling trade. Consignments solicited.

References: Any Bank or Commercial Agency.

Wichita, Kans.

EDWARD KELLY

Wholesale Grain and Commission Merchant

In the heart of the Kansas turkey wheat and Kafir corn district.
Member Wichita Board of Trade—
Kansas Grain Dealers Assn.

Your Orders Solicited

Wichita, Kan.

J. R. Harold Grain Co.

WICHITA, KANSAS

DETROIT BOARD OF TRADE MEMBERS

CORN**J. S. Lapham & Co.**

Established 1868

FRED W. BLINN, Mgr.

601-2-3 Chamber of Commerce

Detroit : Michigan

GIPHER CODES

We carry the following cifer codes in stock and can make prompt delivery

Robinson's Cifer Code, leather	-	2.00
Hay and Grain Cifer Code	-	1.00
A. B. C. Code, 5th Edition	-	7.00
Baltimore, Export Cable Code	-	8.00
Companion Cable Code	-	5.00
Riverside Code, 5th Edition	-	3.00
Universal Grain Code	-	3.00
American Seed Trade Assn.'s Code	-	2.00
Stewart's International Code	-	25

For any of the above, address

GRAIN DEALERS JOURNAL,
315 So. La Salle St., CHICAGO, ILL.

Dumont, Roberts & Co.

Solicit Your Detroit Consignments

Receivers and Shippers

Chamber of Commerce, Detroit, Mich

THE HART GRAIN CO.

328-9 C. of C. DETROIT, MICHIGAN

Receivers and Shippers

Wheat, Barley, Oats and Beans.

Ask for our daily bids. Will keep you posted regarding market conditions.

RECEIVERS

who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL

Judicious Advertising as Irresistible as Niagara

The Journal Continuously Demonstrates It

INDIANAPOLIS BOARD OF TRADE MEMBERS

JORDAN & MONTGOMERY CO. WHOLESALE GRAIN

We own terminal elevator here. Can protect your interests. Try us.
612 Board of Trade Bldg., Indianapolis, Ind.

FRANK A. WITT GRAIN

Commission and Brokerage
Personal attention to all details of the business.
Phones 3630
627 Board of Trade, Indianapolis, Ind.

COMMISSION Grain, Flour and Feed

C. A. SHOTWELL & CO.
Board of Trade, Indianapolis, Ind.
SPECIALIZING ALFALFA

GET OUR FIRM PRICES ON
Sound Yellow Ear Corn
Official Weights and Inspection. Prompt returns.
We don't work on shippers capital. Write us.
MERCHANTS HAY & GRAIN CO.
INDIANAPOLIS, IND.

The Bassett Grain Co.
Indianapolis, Indiana
616 Board of Trade Building
Phones 80

Your Opportunity
is here. Now is the time to let the elevator man know you want his business.
Advertise in the
Grain Dealers Journal

RECEIVERS, SHIPPERS AND BROKERS.

McCRAE, MORRISON & COMPANY
Shippers of Corn and Oats
WHOLESALE GRAIN DEALERS
When you want QUICK SERVICE, HIGH QUALITY and SATISFACTORY PRICES in this line, consult us.
None are more able to give you this than we.
Correspondence Solicited. **KENTLAND, INDIANA**

E. A. GRUBBS GRAIN CO. Greenville, Ohio

Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

McLane, Swift & Co.

Buyers of Wheat, Corn, Natural and Clipped Oat, Choice Rye. Write for bids. Consignments solicited. Elevator located on M. C. & Grd. Trunk.
BATTLE CREEK :: MICHIGAN

Paul Kuhn & Co.
Receivers and Shippers of
GRAIN
Terre Haute and Evansville, Ind.

**CRABBS REYNOLDS
TAYLOR CO.**
GRAIN AND CLOVER SEED
CRAWFORDSVILLE INDIANA

**W. W. WILLIS
BROKER**
Central West Virginia Territory
Correspondence solicited.
Lowndes Bldg. Clarksburg, W. Va.

TIME WELL SPENT
If you are a Miller in need of MILLING WHEAT to remember this name.
PEASE GRAIN and SEED CO.
BEATRICE, NEB.

TENNESSEE GRAIN CO.
Established 1905
RECEIVERS AND SHIPPERS
We solicit your Nashville consignments of Corn, Oats and Hay. Satisfactory service guaranteed.
NASHVILLE, TENN.

**Hughes Warehouse
& Elevator Co.**
NASHVILLE, TENN.
Grain, Hay, Millfeed, Flour

Consign your Hay and Grain to
Benedict Commission Co., Ltd.
Receivers and Exporters
Facilities Unsurpassed **NEW ORLEANS, LA.**

BALDWIN GRAIN COMPANY
GRAIN BROKERS
BUYERS OF CAR LOTS
R. C. BALDWIN, Mgr. **BLOOMINGTON, ILL.**

L. E. SLICK & CO.
402-405 Livingston Bldg., Bloomington, Ill.
CASH GRAIN
We Buy Grain for All Markets.
Both Phones. Get Our Prices.

E. F. Shepard O. W. Trapp Chas. G. Clark
Shepard, Clark & Co.
218 Columbia Bldg., CLEVELAND, O.
GRAIN HAY STRAW
Dried Beet Pulp, "Hector" Distillers Grain, Mill Feed

E. I. BAILEY
CLEVELAND, OHIO
Receiver and Shipper of
Corn, Oats, Millfeed
ASK FOR PRICES

We want to hear from shippers of
OAT FEEDS AND OAT MIDDINGS
We buy all kinds of sample Wheat and Barley—also Malt Sprouts, Kaffir Corn, etc.
Correspond with us. Think it will pay you.
THE D. W. RANLET CO.
708 Chamber of Commerce **BOSTON, MASS.**

Quotation Record

is sheets of bond paper ruled to facilitate keeping a daily record of the market prices of options on 'Change. Each sheet or chart is headed "Board of Trade Quotations for the Week Commencing Monday—, 190—." Each sheet has twelve columns provided for different options, four for Wheat, four for Corn and four for Oats; also spaces for the market on each at 9:30, 10:30, 11:30 and 12:30 and the close, as well as the closing price the previous week.
As a handy reference record of market prices it has no equal. Each sheet is 9½x12½ inches and has spaces for one week's record. The sheets are put up in blocks of sixty—a year's supply. Order Form 97A, price 75 cents.

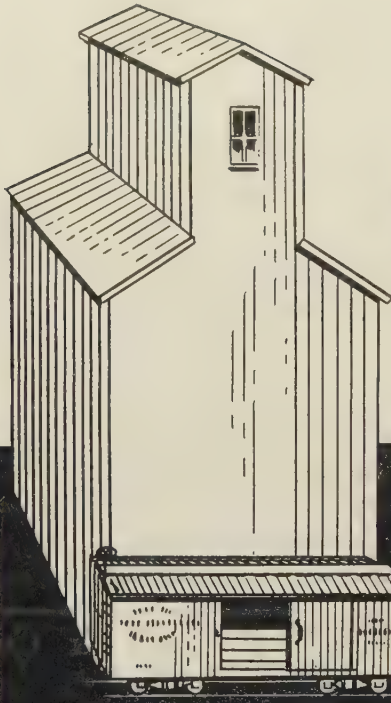
GRAIN DEALERS JOURNAL
315 So. La Salle Street **CHICAGO, ILL.**

**STOCKBRIDGE
SERVICE
SATISFIES**
"That's the Reason"
Stockbridge Elevator Co., Jackson, Mich.

WILLIS E. SHELDEN
Wholesale Grain
JACKSON MICHIGAN

MATTHEW D. BENZAQUIN
GRAIN AND FEED
Brokerage and Commission
Domestic and Export
505 Chamber of Commerce, **BOSTON, MASS.**

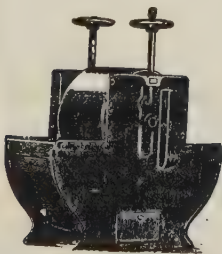
IOWA-DAKOTA GRAIN CO.
Grain and Commission Merchants
FURNISHING GRAIN TO MILLS AND INTERIOR POINTS A SPECIALTY
Write or Wire for Prices. **SIoux CITY, IA.**



Everything for the elevator

CAST IRON BOOTS

Adjustable, All Sizes



SHEAVE WHEELS
TRANSMISSION ROPE
DISTRIBUTING SPOUTS
INDICATOR STANDS
SPIRAL STEEL CONVEYORS
CONTROLLABLE WAGON DUMPS
PLAIN DUMP IRONS
EAR CORN FEEDERS
FEED MILLS
MAN-LIFTS, ETC.



BOOT PANS

All Sizes



COMPLETE LINE OF BEARINGS

Plain and Self-Oiling.

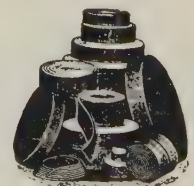


GRAIN TESTERS

Both HOWE and CHAMPION carried in stock.



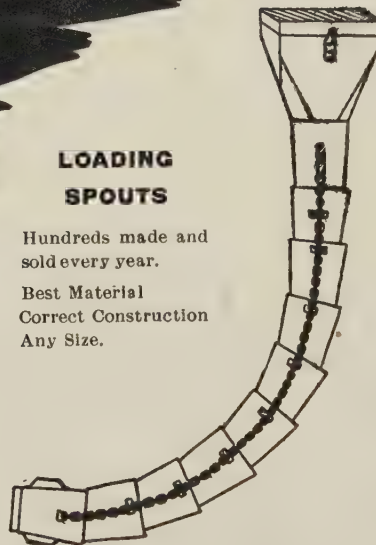
WAGON HOPPER and DUMP SCALES



LOADING SPOUTS

Hundreds made and sold every year.

Best Material
 Correct Construction
 Any Size.



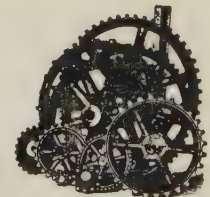
PULLEYS

Cast Iron,
 Steel Rim,
 Wood Split,
 Friction,
 Clutch.
 Large Stocks.



SPROCKET WHEELS

Plain
 Split or with
 Clutches.

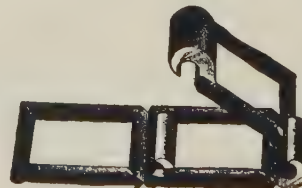


SALEM AND EMPIRE CUPS



SPROCKET CHAIN

All Sizes



RUBBER and LEATHER BELTING.

Our Seamless Rubber Belting is the best for elevator service and is guaranteed.

Gasoline Engines - Automatic Scales - Corn Shellers - Cleaners

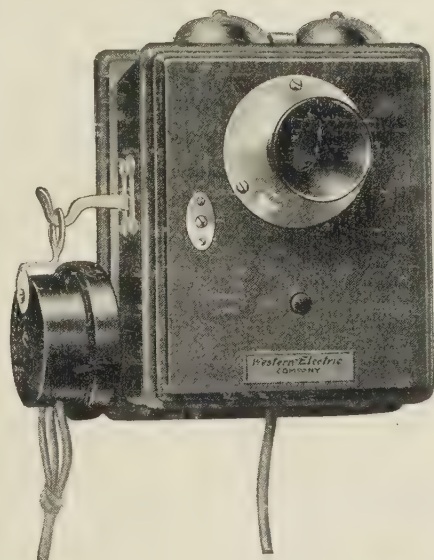
Let us send our Handy Net Price Catalog. Special Prices on Complete Elevator Equipment.

LET US MAKE YOU A PRICE

LARGEST STOCK
LOWEST PRICES

American Supply Co.
 OMAHA NEB

Grain Elevator Machinery and Supplies.



Send
Your Voice
On
Your Errands!

By equipping your elevators,
warehouses and offices
with a system of

Western Electric

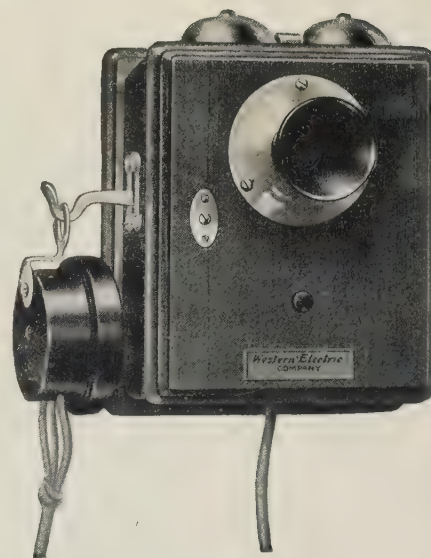
Private Line

Inter-phones

you can have every point in your
plant within reach at all times.

Inter-phones represent perfection in inter-
communicating telephones.

No operator is required—you merely press
a button and talk. Easy to install—easy to
operate—easy to maintain.



Tell our Dept. 46-K your requirements—ask for prices.

WESTERN ELECTRIC COMPANY

EVERY BELL TELEPHONE IS



A WESTERN ELECTRIC TELEPHONE

Manufacturers of the 6,000,000 "Bell" Telephones

New York
Buffalo
Philadelphia
Boston
Richmond
Atlanta
Savannah

Chicago
Milwaukee
Pittsburgh
Cleveland
Cincinnati
Indianapolis
St. Louis

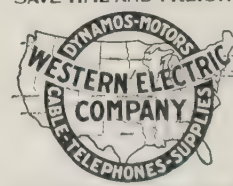
Kansas City
Oklahoma City
Minneapolis
St. Paul
Denver
Omaha
Salt Lake City

San Francisco
Oakland
Los Angeles
Dallas
Houston
Seattle
Portland

Montreal
Toronto
Winnipeg
Calgary
Vancouver
Edmonton
Antwerp

London
Berlin
Paris
Rome
Johannesburg
Sydney
Tokyo

"SAVE TIME AND FREIGHT"



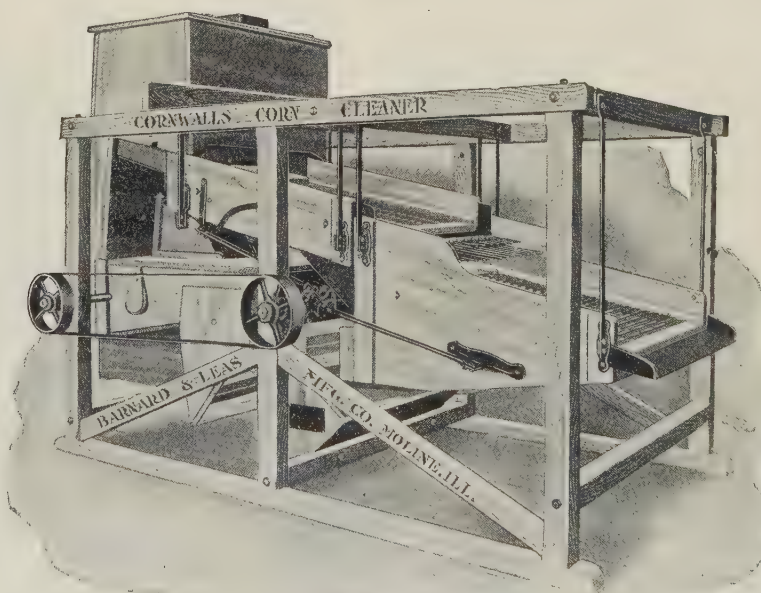
EQUIPMENT FOR EVERY ELECTRICAL NEED

"TELEPHONE OUR NEAREST HOUSE"

GET READY FOR THE CORN CROP

It promises to be a big one and you will need the best of machinery to handle it.

There is nothing better for corn than the **Victor Corn Sheller** and **Cornwall Corn Cleaner**—one shells the corn, the other cleans it. They are known wherever corn is grown, as the standard machines for the purpose.



The **Victor Corn Sheller** is adjustable while running and has conveyor feed.
The **Cornwall Corn Cleaner** has a patent finger sieve, which cannot clog, two air separations and a divided shaker.

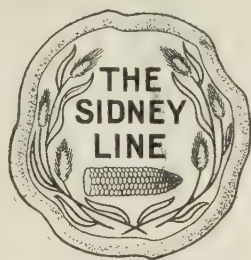
SEND FOR LATEST CATALOGUE

BARNARD & LEAS MFG. CO.

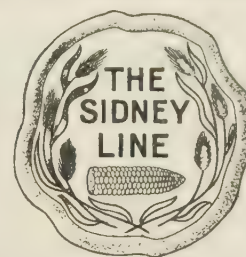
MILL BUILDERS AND

MILL FURNISHERS

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



SIDNEY Corn Shellers



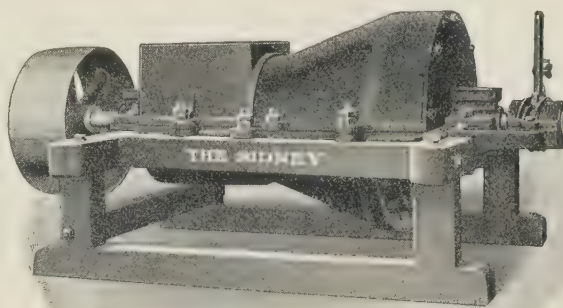
A Few Users of The Sidney Regular Corn Sheller:

J. M. Sanders, Tippecanoe City, Ohio
Behymer Bros., Rockford, Ohio
C. N. Adlard, Piqua, Ohio
Dingledine Grain Co., Buckland, Ohio
C. B. Watkins, Baltimore, Md.
M. O. Lampson, Madison, Minn.
S. A. Muff, New Carlisle, Ohio
Thomas H. New, Greenfield, Indiana

Kalida Elevator Co., Kalida, Ohio
Reed-Bear Grain Co., Sherwood, Ohio
Lambert & Smith, Dayton, Ohio
W. B. Johnson, Gironimo, Oklahoma
J. B. Outram, Lippincott, Ohio
Egan & Crow, Kingfisher, Oklahoma
P. O. Apple, Oaklandon, Indiana
V. G. Hagerman, Blackwell, Okla.

J. S. M. Hunter, Olathe, Kansas.
Ed. Stobaugh, Crescent, Oklahoma
Jay Grain Co., St. Mary's., Ohio
William Dunkel, Muscotah, Kansas
W. L. Skinner, Dunkirk, Indiana
Miami Grain Co., Bowersville, Ohio
J. G. Arbunot, Heyworth, Kansas
F. E. Blair, Edison, Ohio

M. J. Lane, Gerlane, Kansas
Kerr & Hastings, Cedarville, O.
Baldwin & Dirk, Weston, Ohio
Reed-Bear Grain Co., Hicksville,
Ohio
Miller & Hinton, Ridgeville, Ind.
Thomas Carr, Antwerp, Ohio
A. E. Huston, Amanda, Ohio
Johnston & Black, Lewistown,
Ohio
Jay Grain Co., Red Key, Ind.
F. P. McFadden, Plymouth, Ind.
The John Parent Co., Union City
Indiana



SIDNEY REGULAR CORN SHELLER

The Maplewood Elevator Co.,
Maplewood, Ohio
Jesse L. Peters, Collett, Indiana
T. G. Powers & Co., Urbana, Ohio
Charles M. Rife, Hayesville, Ohio
W. J. Nichols, Washita, Okla.
The Wren Elevator Co., Wren, O.
J. H. Harbine, Alpha, Ohio.
Berne Grain & Hay Co.,
Geneva, Indiana
Perry Frazier, Chapman, Kansas
The W. H. Gardner Grain and
Mill Co., Colby, Ohio.

Winchester Milling Co.,
Canal Winchester, Ohio
Van Buren Grain Co., Kettlersville, O.
Wheatland Gr. & Lumb. Co.,
Wheatland, Okla.,
Farmers' Co-Op. Association,
Okarche, Okla.
Wm. Reed & Son, Charlestown, W. Va.
White Oak Milling Co.,
Rushsylvania, Ohio
Morrall Lumber & Elevator Co.,
Morrall, Ohio
Sarback Grain Co., Delia, Kansas

The Badger-Hudson Grain Co.,
Pawnee, Okla.
Minco Mill and Grain Co., Minco, Okla.
R. T. Ray Grain Co., Delavan, Kansas
Farmers' Union Gin & Ele. Co.,
Hinton, Okla.
Okemah Mill and Ele. Co.,
Okemah, Okla.
R. T. Ray Grain Co., Wilsey, Kansas
Binding-Stevens Grain Co., Tulsa, Okla.
Jonestown Elevator Co., Tokio, Ohio
Fayette Grain Co.,
Washington, C. H., Ohio

Simon J. Carroll, Royal Center, Ind.
Arthur & Wilcox, Tulsa, Oklahoma
Jacob Waltz & Son, New Palestine, Ind.
Rabish Brothers, Hinton, Oklahoma.
Allen & Wheeler Co., Troy, Ohio
Jay Grain Co., Mulberry, Indiana
W. J. Sebald, Middletown, Ohio
C. E. Lloyd, Washington C. H., Ohio
John Wickenheiser & Co., Toledo, O.
Charles M. Rife, Circleville, Ohio
Peckham Grain Co., Peckham, Okla.
Glenmore Grain Co., Glenmore, Ohio
Osage Grain Co., Fairfax, Okla.

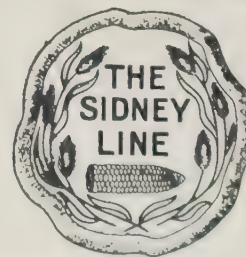
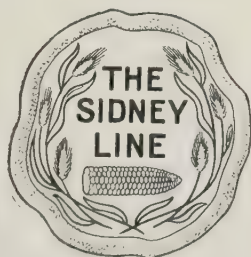
The Philip Smith Mfg. Co. SIDNEY, OHIO

Manufacturers of

Five different styles of Corn Shellers, Oscillating Corn and Grain Cleaner, Revolving Screen Corn Cleaner, Receiving Separator, Manlift, Overhead Wagon Dumps, Drop Dumps, Chain Drag Feeders, Elevator Heads and Boots, Steel Loading Spouts, Complete line of Power Transmission.

A Complete Stock carried at Enterprise, Kans.

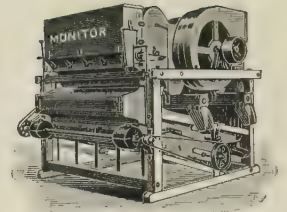
Write for Catalogue No. 25. Everything to equip an Elevator.



"MONITOR"

Catalog 46

just received from the printers



Free to every man who has beans, peas or grain to clean or grade

Spend a few minutes with this new catalog. Post yourself on things that are new, things that are better — things that mean simpler cleaning and grading work, and a decidedly larger profit to you on the beans, peas and grain you handle. Drop us a card, asking for our catalog No. 46. This is an excellent opportunity to become posted.

HUNTLEY MFG. CO., Silver Creek, N. Y.

THE WORLD'S LARGEST MANUFACTURERS OF HIGH CLASS
GRAIN AND SEED CLEANING AND GRADING MACHINERY



The New Corn Crop

promises to be the largest in years, hence we look for the largest year of "Western" Shellers. It is a fact, Mr. Elevator Man, that the larger the demand for corn shellers, the greater the number of "Western" sales.

"Western" Pitless Shellers

have been accepted as the standard sheller all over the country as the real and right solution of the corn shelling problem. Of course, some men prefer other makes, just as some men hang to the scoop shovel in conducting a modern grain business, **but** those elevator operators, who have had experience with all other makes and types, and are familiar with the advantages of every sheller, those men use the "Western." Why—

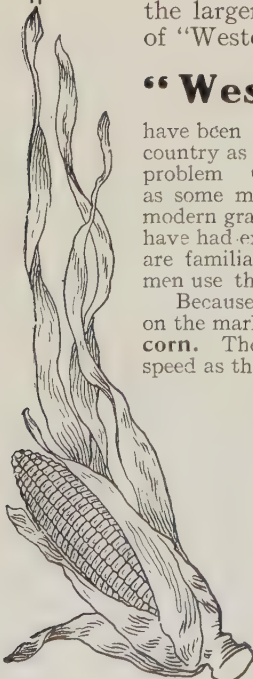
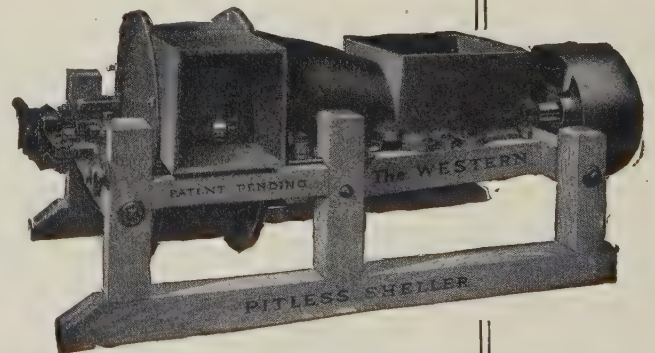
Because the "Western" is the only fan discharge sheller on the market today, that **will positively not crack the corn**. The corn leaves the sheller at the same rate of speed as the fan revolves causing no collision.

The "Western" can be adjusted to discharge right or left, under or over, also adjustable while running at full speed to all kinds and conditions of corn.

Simple, strong, durable, cheap, efficient and satisfactory.

Send us your order for "Everything from Pit to Cupola."

UNION IRON WORKS
DECATUR, ILL.



Whole Business Section of Town Roofed with J-M ASBESTOS ROOFING

In the city of Coshocton, Ohio, practically every good business block and factory erected or re-roofed within the last 15 years is covered with J-M Asbestos Roofing.

The American Art Works—with about 4 acres of roof space—has covered all its buildings with J-M Asbestos Roofing. So has the James B. Clow & Sons Co., with nearly 3 acres of roof, and the H. D. Beach Co., with nearly 2 acres of roof. Likewise, the Pope-Gosser China Co., Coshocton Brick Co., Coshocton Glove & Garment Co., Hunt-Crawford Corrugated Paper Co., Hay Huston Axle Co., Coshocton Ice & Cold Storage Co., Novelty Advertising Co., and others too numerous to mention.

Could we induce such shrewd business men as the heads of these mammoth manufacturing plants to use J-M Asbestos Roofing if it had not given their next-door neighbors entire satisfaction?

The business men of Coshocton, as well as in all parts of the country, have been so unanimous in adopting this ready-to-lay stone (asbestos) roofing, because we have proved to them, *as we can also prove to you*, that it affords perfect fire protection; that it contains nothing that can rot, melt, crack or deteriorate with age; and that, because of its long life and the fact that it never needs coating or repairs, *it costs less per year of service* than any other roofing.

J-M Asbestos Roofing is suitable for all types of buildings. Our nearest Branch will fill your order if your dealer does not sell it. Write today for Catalog No. 303, which tells all about the advantages of this roofing over other kinds.

H. W. JOHNS-MANVILLE CO.

Manufacturers of Asbestos
and Magnesia Products

ASBESTOS

Asbestos Roofings, Packings
Electrical Supplies, Etc.

Albany
Baltimore
Boston

Buffalo
Chicago
Cincinnati

Cleveland
Dallas
Detroit

Indianapolis
Kansas City
Los Angeles

Louisville
Milwaukee
Minneapolis

New Orleans
New York
Omaha

Philadelphia
Pittsburgh
San Francisco

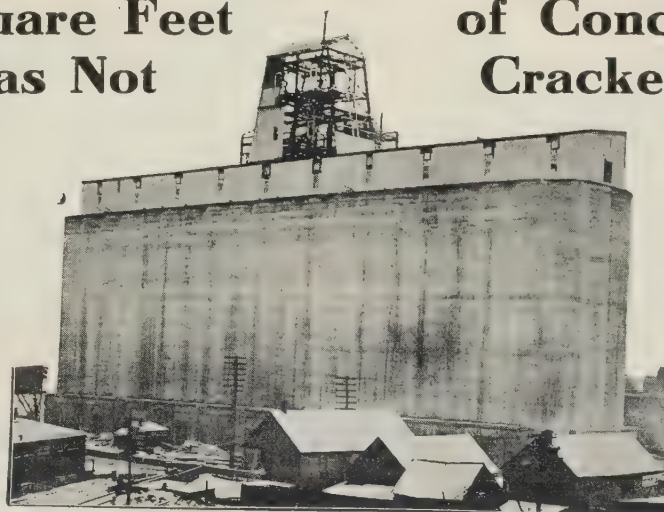
Seattle
St. Louis
Syracuse 1634



58,650 Square Feet Which Has Not

of Concrete Surface Cracked or Leaked

Hercules Compounds are a necessity to every Concrete Grain Elevator. Concrete work is bound to contain pores and voids, which suck in moisture on account of capillary action. Result: damp walls in summer—freezing in winter, producing cracks. Hercules Compounds fill every pore—besides strengthening the mixture. Actual tests have proven it.



Write for our "Treatise On Waterproofing Concrete" and learn how actual tests have proven that better results can be procured by the addition of Hercules Compounds. Illustrations show conditions obtained by many users. You can improve **your** Mills by learning more of this method.

Send for free booklets at once.

HERCULES WATERPROOFING AND STRENGTHENING COMPOUNDS

become an integral part of the construction; give absolute impermeability with Increased Tensile and Compression Strength; perfect bond in construction joints; fill all voids in aggregates; prevent hair cracks, and are manufactured in POWDER, PASTE and LIQUID FORMS, thus allowing the Engineer, Architect and Contractor to use that method with which he is most familiar, and which is best adapted for the purpose.

If your Elevator has been erected without the incorporation of HERCULES in the aggregate of the concrete, a Plaster Coat on the foundation walls, and the use of the Waterproofing Liquid on the Grain Bin surfaces, will save you much worry and loss.

HERCULES WATERPROOF CEMENT COMPANY

705 Mutual Life Bldg.,

BUFFALO, N. Y.

Distributors Everywhere

"NESTOR" FOR ELEVATORS

Such is the title of a Booklet which will show you how this

SOLID WOVEN WATERPROOF BELTING

can save you money by increasing the efficiency of your elevator.

When you write for copy kindly mention this paper.

The American Fabric Belting Co.
CLEVELAND, OHIO.

Does Your Belting Do This?

Are opened plies and split seams a familiar sight to you?

Then, Mr. Elevator Man, you should read this:



**SALISBURY
"R. F. & C."**
Solid Woven
Rubber
Belting

cannot split at the seams, open at the plies, or we might say *wear out*. "R. F. & C." is not an ordinary rubber belting, far from being ordinary. It has no plies, but is a solid woven belting filled and covered with rubber. When you buy "R. F. & C." you buy a belt with greatest strength and pliability and least stretch.

Compare the belting you are now using with a sample of "R. F. & C.," old or new, you will find "R. F. & C." a "time and strain-stander." Let us send sample.

Ask us about it.

W. H. SALISBURY & CO., Inc.

Manufacturers and Distributors of High
Grade Leather and Rubber Belting,
Hose, Packings, Etc.

Established 1855

CHICAGO, ILL.

50% Superior Construction

— PLUS —

50% Superior Quality

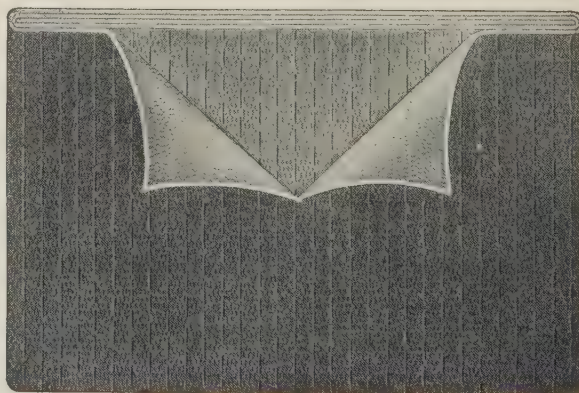
— EQUALS —

100% Superior Efficiency

That's the way it will work out if you will discard rubber belting (which deteriorates whether in or out of service) and try our

"REXALL" DOUBLE-STITCHED BELTING

A scientifically constructed belt for GRAIN ELEVATING and CONVEYING



1. The plies cannot separate
2. The edges will not ravel
3. Bucket bolts will not pull out
4. Double the life of rubber belting

There's a good reason WHY in each case—Let us send a sample and explain before you buy.

Imperial Belting Co.

Everything in Belting
CHICAGO

GRAIN ELEVATOR BUILDERS

You can get
A MODERN ELEVATOR
for the asking
W. H. CRAMER, St. Paul, Nebr.

C. H. Birchard
CONTRACTOR OF **Grain Elevators.**
Especially Designed for Economy
of Operation and Maintenance
LINCOLN, NEB.

W. H. WENHOLZ
Contractor and Builder of
Grain Elevators and Feed Mills
Write for plans and specifications 214 S. 4th St., Springfield, Ill.
1212 50th Ave., Cicero, Ill.

GRAIN ELEVATOR CONSTRUCTION CO.
A. J. CLARK, Manager
Builders of Grain Elevators, Flour Mills
and Buildings of Every Design
WILLISTON :: NORTH DAKOTA

DO YOU WANT?
a modern and up-to-date
elevator? Then write to
J. A. H. Whaley, Sedalia, Mo.
"Builder of Modern Elevators"
Plans and Estimates on request.

STEEL GRAIN TANKS
We are pioneers in this line and are building
tanks in the good old fashioned way. Joints
caulked and guaranteed water, weather and
bug proof. Long experience has demonstrated
the necessity of high grade workmanship to
make steel storage a success. We do it.
Wm. Graver Tank Works, East Chicago, Ind.

Painting Contractor
on all kinds of Structural Painting, Elevator
Large Building and Sign-Painting
Estimate and Price Moderate. Write Me.
DAN. J. PELTIER, Ashby, Minn.

Morley Bros., Haden & Plott
DESIGNERS AND CONTRACTORS
GRAIN ELEVATORS
WICHITA - - KANSAS

R. M. Van Ness Construction Company
Designers and Builders of
MODERN GRAIN ELEVATORS
Plans submitted. Correspondence solicited.
Offices at
LINCOLN, NEBR., and FAIRBURY, NEBR.

D. E. PALMER
WADENA, MINN.
Contractor and Builder
Elevator Work a special-
ty. Plans and spec-
ifications on request.



Get Old Ed to
build your ele-
vator,
"He knows how."

If you will let the
CAPITAL CONSTRUCTION CO.
design and build your next Elevator,
you will be pleased for two reasons.
"Price and Quality"
Phone M 5930 **WICHITA, KAN.**

A. H. RICHNER
Contractor of Grain Elevators,
Supplies and Chain Grain Feeders
CRAWFORDSVILLE, IND.

FLOUR MILLS and CONCRETE STORAGE TANKS
Contractors **O. J. LEHRACK** **Kansas City, Mo.**

C. E. Bird & Co.
MINNEAPOLIS
Elevator and Mill
Builders
16 Years'
Practical Experience

Put Your Name
where everyone identified
with the grain trade will
see it and keep it there.
THAT IS IN THE
Grain Dealers Journal
OF CHICAGO

DECATUR
CONSTRUCTION CO., Inc.
Designers and Builders of
GRAIN ELEVATORS
And Coal Handling Plants,
Warehouses, Etc.
Correspondence Solicited.
510-512 WAIT BLDG.,
DECATUR, ILLINOIS.

Burrell builds the best



There's a Burrell elevator near you
Let us send you our list of 53 contracts exe-
cuted last year. Go and inspect the one near-
est to you. A completed Burrell elevator is
our biggest argument.
Modern, durable and convenient, with a low
operating and construction cost.
If you are going to build, repair or improve
it will pay to let us know.

**BURRELL ENGINEERING
& CONSTRUCTION CO.**
Stock Exchange Bldg., **CHICAGO**
1125 Chamber of Commerce **Detroit, Mich**

DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets.
It is a book 9x12 inches, check bound in heavy board covers. It contains
200 sheets, 100 white perforated sheets being interleaved with 100 manila
sheets. On one side of the white sheets are printed 8 scale tickets, each
ticket being printed, ruled and spaced for the following information: Date;
Bot of; Price per Cwt.; Price per Bu.; Driver on, Off; Gross; Tare and
Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall
be placed between the white and manila sheets, so that altho the weigher
tears out a ticket and gives to each driver, he retains a facsimile of
each scale ticket given out. 800 tickets in each book. PRICE \$1.25.

**GRAIN DEALERS JOURNAL, LA SALLE STREET
CHICAGO, ILLINOIS**

GRAIN ELEVATOR BUILDERS

**REAL builders of
REAL elevators
YOUNG LOVE
CONSTRUCTION CO.**

218-219 Grain Exchange
SIOUX CITY, IOWA
WESTERN OFFICE, Box 326 Harlowton, Montana

Claus has built elevators of
reputation, which has built
a reputation for Claus.

W. N. CLAUS CO.

"Economically Efficient Elevators"

Plans and Estimates SIBLEY, IOWA

**Reinforced Concrete Grain Elevator, Feed
Mill and Warehouse, built in 1910 for
Buffalo Cereal Co., at Buffalo, N. Y.**



**Fireproof Construction Elevators, Mills and
Warehouses. We prepare plans and make
lump-sum price for the complete work.**

MONARCH ENGINEERING CO.

Chamber of Commerce

BUFFALO, N. Y.

OUR BUSINESS: Elevator designing, building
and equipping.

YOUR BUSINESS: To get our figures before
contracting.

**Concrete, Steel, Iron Clad
or Wood Elevators**

WIRE, PHONE OR WRITE US

The P. H. Pelkey Construction Co.

Owners: C. C. Christopher
A. C. Rynders

115 N. Emporia Phone Market 374 Wichita, Kan.

BOOKS for GRAIN DEALERS

ACCOUNT BOOKS, SCALE TICKETS, GRAIN
TABLES, SHIPPING BOOKS, CIPER CODES,
GAS ENGINE BOOKS, ETC. Tell your wants to

GRAIN DEALERS JOURNAL, CHICAGO, ILL.

ΒΟΖΗΑΓΡΑΖΔΗΗΕ

"It's all Greek to me"

Mr. Grain-Man, hasn't it been the same with you, after looking at a set of elevator plans and estimates, and hearing them explained by some elevator contractor or builder? Haven't you said, "It's all Greek to me; what'll it cost?" And if the price was satisfactory you placed the contract, not knowing until the elevator was completed whether or not your plant would be satisfactory.

UNLESS you were looking at a Reliance plan and estimate, and then the large, simple and fully explanatory plans speak for themselves, and any suggestions you may have to offer more suitable to your business can readily be made. Seeing a Reliance plan is looking at a Reliance Elevator. Let us send list of Reliance Elevators near you. Write

Reliance Construction Co.

Indianapolis, Ind.

"Rely on the Reliance"

GRAIN ELEVATOR BUILDERS

Grain Elevators

Warehouses Seed Houses
WOOD OR FIRE PROOF

T. E. IBBERSON

Elevator Builder

Minneapolis

Minn.



FIREPROOF ELEVATORS

A North Dakotagrain company had us build this 30,000 bushel steel elevator for them after they had had several disastrous fires.

It paid them to do it. It will pay you to investigate our facilities for building steel elevators like this one. We know the business.

Minneapolis Steel & Machinery Co.

Denver
Salt Lake City

Minneapolis, Minn.

Butte
Spokane El Paso

L.O. HICKOK & SON

ENGINEERS and CONTRACTORS
for ELEVATORS
FIREPROOF STORAGE
Minneapolis, . . . Minn.

JOHN S. METCALF CO.

GRAIN ELEVATORS
ENGINEERS CONSTRUCTORS
Plans and Specifications a Specialty.
Montreal, Que. Chicago, Ill.

Grain Storage Construction Co.

Mutual Life Bldg., BUFFALO, N. Y.
Builds Steel and Concrete Elevators
Write Us for Catalogue

L. J. McMILLIN

Engineer and Contractor of
GRAIN ELEVATORS
Any Size or Capacity
627 Board of Trade Bldg., Indianapolis, Ind.

Macdonald Engineering Co.

DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS
Monadnock Bldg., CHICAGO, ILL.

GRAIN ELEVATOR

Designing and Construction
Made a Specialty
Witherspoon-Englar Co. Monadnock Bldg.
CHICAGO



St. Lawrence Flour Mills Co., Limited.
Montreal, Quebec

This very complete plant recently constructed by

The Barnett & Record Company

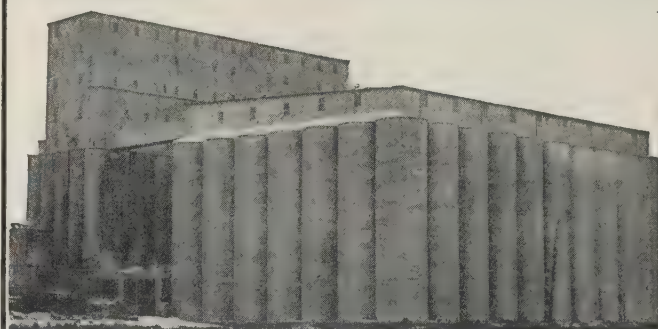
Minneapolis	-	Minnesota
Fort William	-	Ontario
Duluth	-	Minnesota

Write us for designs and estimates.

JAMES STEWART & CO.

CONTRACTORS

Designers and Builders of GRAIN ELEVATORS In All Parts of the World



Grand Trunk Pacific Elevator at Fort William, Ontario.
Capacity 3,500,000 Bushels.

GRAIN ELEVATOR DEPT., 1811 Fisher Bldg., Chicago

W. R. SINKS, Manager

R. H. FOLWELL, Engineer

We also do General Contracting and have Offices in the following cities.
Write or call on any of them

New York, Hudson Terminal Bldg.

Pittsburg, Pa., Henry Oliver Bldg.

San Francisco, Cal., 709 Mission St.

Canadian Stewart Co., Ltd., Montreal

St. Louis, Mo., Bank of Commerce Bldg.,

New Orleans, La., Hibernia Bank Bldg.

Denver, Colo., First National Bank Bldg.

Canada, Eastern Township Bank Bldg.

Fort William, Ontario, Canada

PEERLESS
GRAIN FEEDERS CAR LOADERS
OVERHEAD DUMPS MAN LIFTS
for continued satisfaction
PEERLESS FEEDER CO.
RHINEHART SMITH, Mgr.
SIDNEY, OHIO
OHIO REPT. FOR UNION IRON WORKS

The Improved KELLY-DUPLEX MILL

For grinding Ear Corn and Cob, with or without husks; Kaffir Corn and all kinds of small grain.

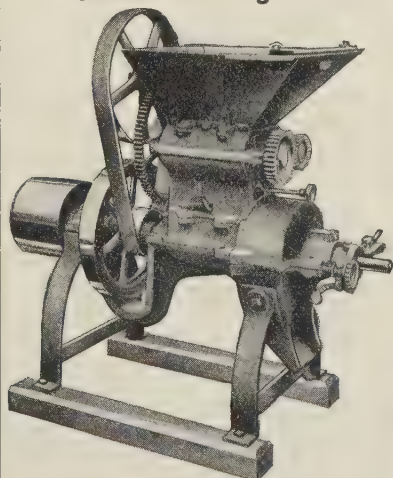
Positive FORCE Feed

Wide and strong bearings, absolute alignment and uniform product.

Double or Duplex Burrs. Perfect Regulation. No end thrust on main shaft.

Well made, nicely finished, a real mill.

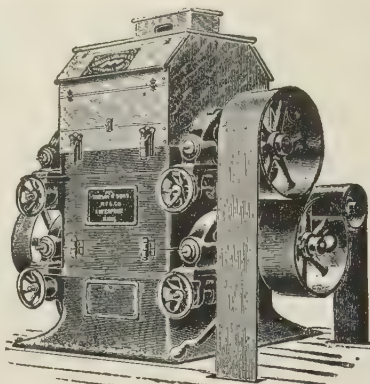
Especially Adapted to Gasoline Engines



Made in Four Sizes, $3\frac{1}{2}$ to 20 H. P.

A high class mill at a moderate price. Furnished with bagger if desired.

THE DUPLEX MILL & MFG. CO.
SPRINGFIELD, OHIO



THE EHR SAM Big Capacity Corn and Feed Mill

Is the best and biggest paying investment every grain man can make.

The EHR SAM Two and Three-High Mill is made of the finest materials for strength and durability. Frame is all cast iron—and most convenient arrangement for ease and speed in removing rolls.

GRINDS Coarse or fine meal, barley, graham flour, linseed meal, corn chop, etc.

You know of the results and profits derived through the operation of a feed mill in connection with your elevator. Now let us tell you about the benefits obtained through use of the EHR SAM. Write.

THE J. B. EHR SAM & SONS MFG. CO.
2 Factory Street, Enterprise, Kansas

"Send us your rolls."

BOWSHER

(Sold with or without Elevator)
CRUSH ear corn (with or without shucks) and GRIND all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

LIGHTEST RUNNING

(Our circular tells why)

Handy to Operate. Ten sizes 2 to 25 Horsepower.

FREE Booklet on "Values of Feeds and Manures."

The N. P. Bowsher Co.
South Bend : : Indiana

FEED MILLS



TONS to Dollars and Cents

Designed primarily for the use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book $4\frac{1}{2} \times 8\frac{1}{2}$ inches, 110 pages.

Price \$1.00

GRAIN DEALERS JOURNAL
La Salle St. - Chicago, Ill.

WUD U SELL OUT?

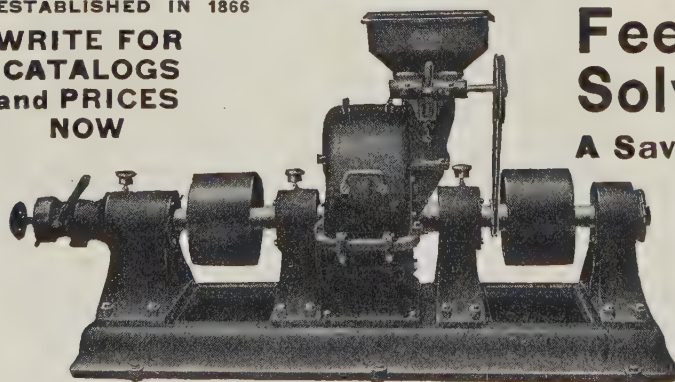
Then read the advertisements in the "Elevators Wanted" column of the Grain Dealers Journal, or better still, advertise your property in the "Elevators For Sale" columns of the Grain Dealers Journal, and get your own price for it.

Grain Dealers Journal, La Salle St., Chicago

"Monarch" Ball Bearing

ESTABLISHED IN 1866

WRITE FOR
CATALOGS
and PRICES
NOW



"Monarch" Ball Bearing Belt Driven Attrition Mill

We manufacture the Largest, Most Improved, and Most Complete Line of Machinery for Flour and Feed Mills, Grain Elevators, etc., in the World.

**Feed Grinders will always
Solve All Your Troubles.**

A Saving of from 35% to 60% in Power.

Don't Forget!

ELECTRICALLY

Direct connected motor driven Ball Bearing Feed Grinders and Corn Crackers **Our Specialty**

You cannot afford to operate your plant without one of these "Monarch" mills, because of the large amount of power saved or the tremendous increase in capacity that you will obtain with present power. Guaranteed to never get out of tram. **TRY ONE OF THEM NOW**

SPROUT, WALDRON & CO., MUNCY, PA.

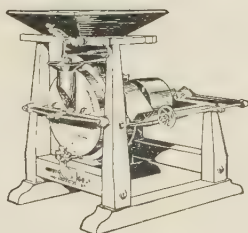
WESTERN OFFICE
53 W. Jackson Blvd., Chicago

BRANCH OFFICES
620 35th Street
DES MOINES, IOWA

613 McKay Bldg.
PORTLAND OREGON

1208 Fourth St., South
MINNEAPOLIS, MINNESOTA

THE MILL BUILDERS, P. O. BOX 260



N. & M. Co. Buhr Mills Grind Finest Corn Meal and Feed

They grind the highest grade rye, graham and buckwheat flours. They make the smoothest and most nourishing stock feed. Don't tear or "burn" the grain.

A Paying Investment

for private or public grinding. N. & M. Co. Buhr mills do better work than any other meal or feed mill and last a lifetime without repairs. Genuine French Buhr mill stones. Very simple. A boy can operate them. Low first cost. Fully guaranteed.

30 Days Free Trial

Costs you nothing if it doesn't convince you. Write for trial plan and "Book on Mills."

Nordyke & Marmon Co.

(EST. 1851)

1256 Morris St.

Indianapolis

Indiana



Two real
American
Grain Cleaners,
the Indian
and the

American

Pneumatic Grain Cleaner

The Indian has passed, the "American" is just coming into its own—a real grain cleaner. It is the most practical, efficient and satisfactory manufactured. Improves the appearance of grain demanding premium prices. A large increase in test weight without any perceptible shrinkage loss. Reliable, simple, effective and durable.

Send for catalog.

American
Machinery &
Construction Co.

Milwaukee, Wis.



Cleaner grain—bigger gain.

The Gerber Patent Flexible Chain Telescope Car Loading Spout



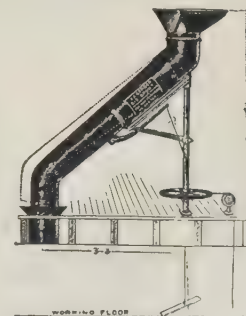
Will last longer than three ordinary flexible spouts because it is made of metal equal to saw blade.

Order one and be convinced.

Swive Joint at S.

The Gerber Improved Distributing Spouts

Are used in all parts of the country because they are made by skilled workmen, have a world-wide reputation, and will prevent the mixing of grain.



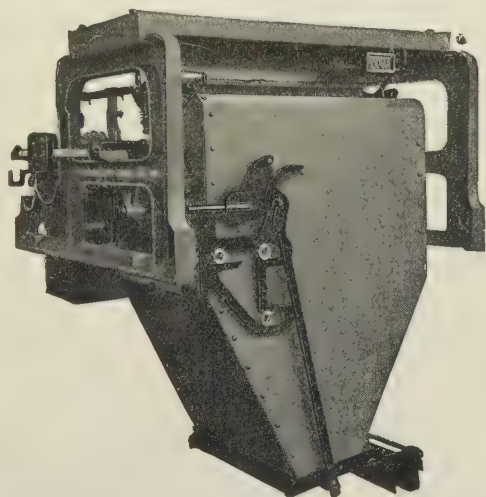
BEWARE OF IMITATIONS.
FOR SALE BY

J. J. GERBER, Minneapolis, Minn.

SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought } PRICE, \$3.00
Form 385 Record of Car Loads Shipped }
GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago

ACCURATE WEIGHTS



That's the problem today—solve it by using a

RICHARDSON AUTOMATIC SCALE

Built on the equal lever principle—only **ONE** weigh beam. The **ONLY REAL ACCURATE** method of weighing grain.

This mechanical scale cuts out hand weighing and human errors. Your banker counts your gold and checks on an adding machine—why not follow his good example? Ask your neighbor or us.

RICHARDSON SCALE COMPANY

209 SO. STATE ST., CHICAGO.

Park Row, New York. Box 876, Kansas City, Mo. P. O. Box 694, Dallas, Texas. Box 305, Omaha, Neb. 413 Third St. So., Minneapolis

Did It Ever Occur to You

that the best way to get what you want, and get it promptly, is to send your orders to people who have had experience in the business, and who carry a stock of goods always ready for quick shipment? We have been in the Elevator and Mill Furnishing business over twenty-five years and feel that we know something about it.

We carry in stock a complete line of supplies, including Testing Sieves, Transmission Rope, Belting, Steel Split Pulleys in sizes up to 54 inch, Elevator Buckets, Conveyor Chain Belting, Sprockets, Lace Leather, Scoops, Shafting, Collars, Bearings, etc., etc. Send us your orders. We will satisfy you.

The Strong-Scott Mfg. Co.

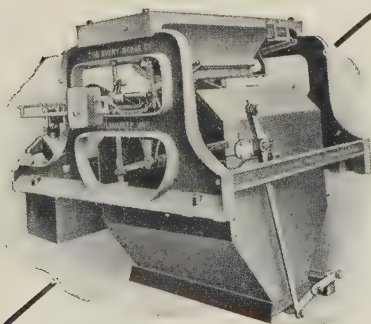
Minneapolis, Minn.

Northwestern Agents for

Richardson Automatic Scales

Invincible Cleaners

Knickerbocker Dust Collectors



AVERY Automatic Scale

Consider it as an investment. By preventing overweight and backing up your shortage claims

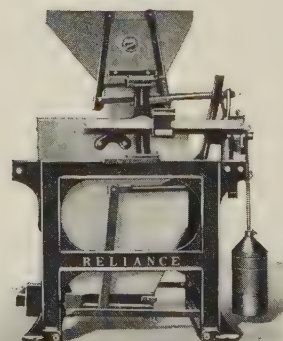
It Will Save You Money

Don't wait—you are helping to pay the cost of this scale every day you delay its installation!

Write us NOW

AVERY SCALE COMPANY

726 Monadnock Bldg., Chicago. N. Milwaukee, Wis.



IF we used a hundred more parts on the RELIANCE Automatic Scale it would be no better than it is. In fact, it would not be as good and we would have to charge more for it.

SIMPLICITY means a great deal in the manufacture as well as in the operation of an Automatic Scale.

There is a twenty-five year's experience behind the RELIANCE and no little detail has been overlooked.

Investigate.

Write for Catalogue.

National Automatic Scale Co.

Bloomington, Illinois

Power Equipment Co.,
Minneapolis, Minn.,
Northwestern Agents.

Orr-Newell Co.
Cedar Rapids, Iowa,
Iowa, Agents

International Sugar Feed Co.

Minneapolis, Minnesota

MANUFACTURERS

International Sugared Dairy Feed

International Special Molasses Feed

International Sugared Horse Feed

International Sugared Hog Feed

These feeds are unequalled in nutritive value. Sold by dealers everywhere

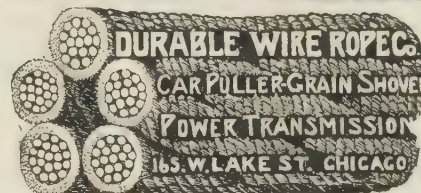
Cover's Dust Protector

Rubber Protector, \$2.00

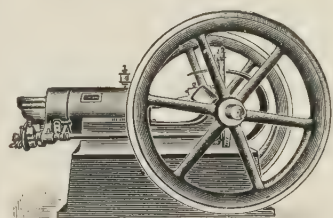
Send postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

124 Perley St., SOUTH BEND, IND.



HOWE SCALES



Of the Protected "Ball Bearing" kind, that weighs correctly and wears Everlastingly.

Sonander Automatic Scales

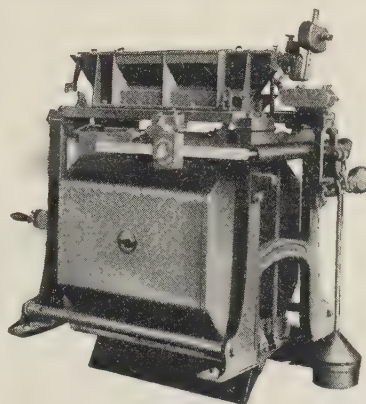
Witte Gasoline Engines - Hall's Safes and Vault Fronts

ELEVATOR MACHINERY AND SUPPLIES

WRITE FOR CATALOG "E"

HOWE SCALE CO. OF ILL. 418-420 SOUTH THIRD STREET MINNEAPOLIS, MINN.

Fairbanks Automatic Scales



Are Guaranteed to Weigh Accurately

They are simple, strong and durable. Operate entirely by gravity. Handle grain rapidly through a double compartment hopper and will do your weighing cheaply, quickly and accurately. They will pay for themselves very quickly in saving time, labor and mistakes in your elevator. Send for Catalog No. 550HW.

Fairbanks, Morse & Co., Wabash Ave. & Eldredge Pl. Chicago, Ill.

Wagon and Portable Scales, Gasoline Engines, Pumps, Water Systems, Electric Light Plants, Wind Mills, Feed Grinders

CYCLONE BLOW PIPE CO

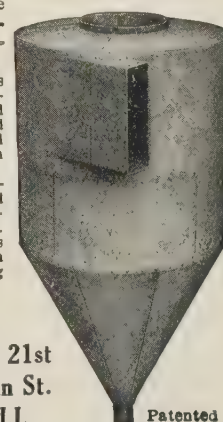
IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems

1001-1015 W 21st St., cor. Morgan St. CHICAGO, ILL



Patented



Don't Waste Wind

It costs money to produce an air current with a fan.

What's the use of having the air current double back and choke itself.

The New "1905" Cyclone Dust Collector

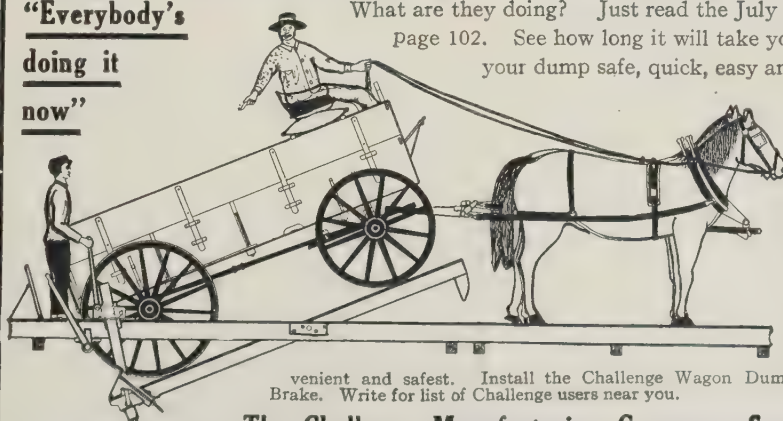
SAVES THAT WASTE

The Knickerbocker Co. JACKSON, MICH.

Write for our Catalog on Dust Collectors.

"Everybody's doing it now"

What are they doing? Just read the July 25th issue, page 102. See how long it will take you to make your dump safe, quick, easy and durable.



They are changing from unsafe to safe. Stop getting on your knees to remove end gates 200 times a day.

Change from the old worn out unsafe methods to the most convenient and safest.

Install the Challenge Wagon Dump, Stop and Brake. Write for list of Challenge users near you.

The Challenge Manufacturing Company, Seneca, Ill.

A SATISFIED CUSTOMER

He says so himself, and he ought to know. The reasons are plain, it is because

The Boss Car Loader

is compact, durable, practical and satisfactory in operation and installation cost.

Grain is not stopped and then blown out but retains its original momentum with added force. Let us send a "Boss" on approval. Write

MAROA MFG. COMPANY

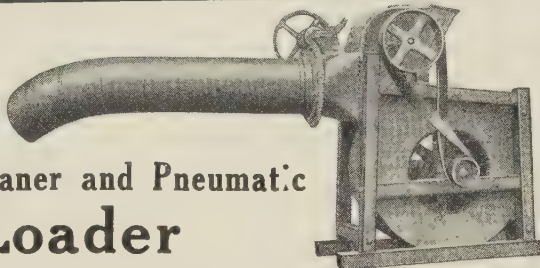
Dept. 3. MAROA, ILL.

MAROA MFG. CO., Maroa, Ill. Peru, Neb., Aug. 17, 1912.
DEAR SIR:—I have to say the car loader has done well, all I could expect of it. Enclosed you will find bank draft for the loader and a satisfied customer. Respectfully yours,
GEO. K. PETIT.



If you are really anxious to learn the true merits and economical service of a

Combined Grain Cleaner and Pneumatic Car Loader



become acquainted with any user. We will gladly send list.

Why you should install the MATTOON—

- It is impossible for it to mill or crack the grain.
- It will fill largest cars to full capacity, without any labor in the car.
- Strong and durable, automatic in action, and requires no attention after starting.
- Constant moving of pneumatic tube as it loads the grain prevents dust from gathering in center of car. Cools and dries the grain as it passes through the air.

WRITE FOR LIST AND CIRCULARS

MATTOON GRAIN CONVEYER CO., Mattoon, Ill.

"Loads Grain, Malt or Sand"

MILWAUKEE BAG COMPANY

CAR-LINING BURLAP

To prevent leakage of grain, line cars with "Milwaukee Burlap"—it will save you dollars and trouble. Write for prices and samples.

MILWAUKEE BAG CO., Milwaukee, Wis.

MILWAUKEE BAG COMPANY

"Believe me, there's some Cleaner!"

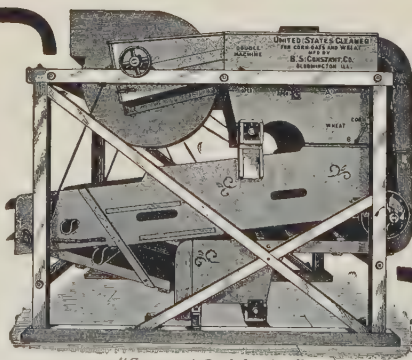
Honest, Mr. Elevator-Man, we could not furnish you with any better testimonials than the expressions of approval on the part of the contractors, after we have demonstrated to them the many advantages of the

U. S. GRAIN CLEANER

Men who work with cleaners every day, and are thoroughly familiar with the advantages of every type and make of grain cleaner, and then to hear 'em say, "Well, say, that looks good to me," and, "You've got the right principles," why you can't beat it.

Yes, and what's more, the U. S. cleans the small grain just as satisfactory as it separates the corn and the cob. If you want a real GRAIN CLEANER—then we want your want. Write

B. S. CONSTANT CO., Bloomington, Illinois



"Constant Satisfaction"

The Automatic Dump Controller

Simple
Durable
Automatic
No gearing
Saves wagons
Easily attached
Out of the road
Self lubricating
Hundreds in use
Pleases your trade
Does not affect sink room
Stops repair bills on wagons
Can be attached to any drop dump



Satisfaction Guaranteed

For descriptive circular and list of users

Write **L. J. McMILLAN**

Board of Trade Bldg.

Indianapolis, Ind.

Shippers

in the Northwest read this page; your "ad" will be read too if you place it here.

Clark's Decimal Grain Values.

Saves Time, Money and Prevents Errors

It shows at a glance or with the simplest addition the cost of any quantity of grain at any possible market price and reduces pounds to bushels on the same page.

The values are shown directly from the pounds without reducing to bushels.

Pounds are shown in red figures, and values in black. The price being given at top and bottom of columns on each page.

Reductions to bushels are given in two columns, the larger showing the equivalent of the full line, or thousands, in the pounds column; the smaller the hundreds only.

The complete book comprises four sets of tables as follows:

No. 31. **Oat Values** 10 to 79 cts. per bushel and reducing any weight to bushels of 32 pounds. Bound in manila. Price, \$2.00.

No. 32. **Corn, Rye and Flax Seed Values**, 10 cts. to \$1.09 per bushel, and reducing any weight to bushels of 56 pounds. Bound in manila. Price, \$2.00.

No. 33. **Wheat, Clover, Peas and Potato Values**, 30 cts. to \$1.59 per bushel and reducing any weight to bushels of 60 pounds. Bound in manila. Price, \$2.00.

No. 34. **Barley and Buckwheat Values**, 20 cts. to \$1.49 per bushel, and reducing any weight to bushels of 48 pounds. Bound in manila. Price, \$2.00.

These tables can be used for Timothy Seed at 45 pounds per bushel and for Corn in the Ear at 70, 72, 75 and 80 pounds per bushel.

No. 35. The complete book contains the four sets of tables, printed on 80-lb. book paper and bound in art canvas. Price \$5.00 per copy.

No. 36. The same as No. 35, but printed on heavy linen ledger paper and bound in cloth, half leather. Price \$6.00 per copy.

For any of the above, address.

Grain Dealers Journal

La Salle St., Chicago, Ill

SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS' JOURNAL
OF CHICAGO.

NEW ERA MANLIFT



Users consider our "New Era" Manlifts to be the best—always reliable. We make

HAND ELEVATORS
POWER ELEVATORS
DUMBWAITERS
INVALID HOISTS
BOX HOISTS, ETC.

Write for prices when needing anything in our line

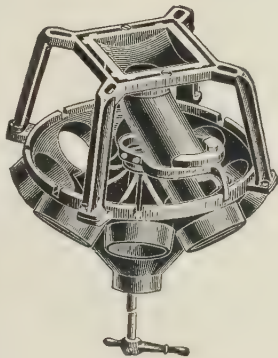
Sidney Elevator Mfg. Co., Sidney, Ohio
Mention this paper.

Double Safety Man-Lift

All steel
Same Price
Weighs Less
More Durable

Send us specifications for your entire wants for elevator supplies and equipment. We make them, and they are all as modern as our steel Man-Lift.

BURRELL MFG. CO.
BRADLEY, ILL.



SUCCESS

is often spelled

"E-f-f-i-c-i-e-n-c-y"

The Hall Signaling Distributor

Will spell both for you when installed in your elevator.

HALL SPECIAL

(ELEVATOR LEG)

Delivers more grain per hour with less attention than any other elevator leg in existence of the same size. It costs less to operate or maintain and less to construct. Booklet F is yours for the asking.

Hall Distributor Co., 222 Ramge Bldg., Omaha, Nebr.

NO POWER NO EXPENSE

to operate this

MAN-LIFT

Only a slight pull on the soft, strong hand-rope necessary to start the car after stepping on foot lever. Ball bearings assure easy running.

Springs are of the best steel and of sufficient size to be durable and do the work satisfactorily.

Safety catch prevents car from falling in case of accident to rope.

Send us your specifications for elevator supplies and equipment. Our prices are right.

Murphy Mfg. Co.
115-17 W. 7th Street, KANSAS CITY, MO.



How "Western" served one firm and how that firm served "Western"

On August 13, 1912, we received a telegraphed order from the King-Read Lumber Co., Montezuma, Iowa, for a No. 32 Western Gyration Cleaner, to be shipped without fail at 10:30 A. M. the following morning.

WE DID, and it got there right, and this is what they did for us:

Union Iron Works,
Decatur, Ills.

Montezuma, Ia., 8-29-12.

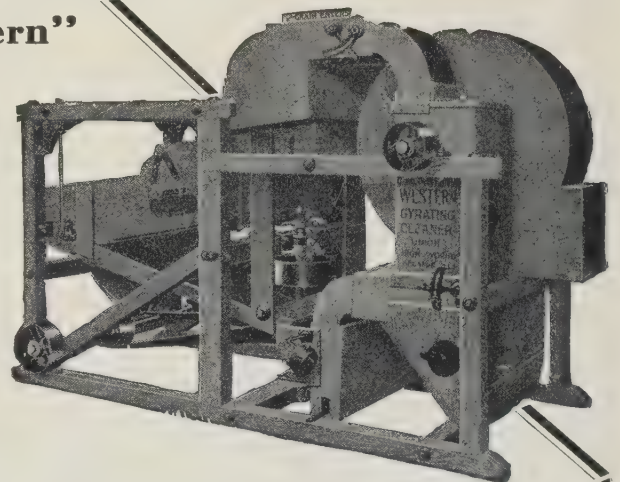
Gentlemen:—

It has been our intention to have written you ever since we installed the Western Gyration Cleaner, which we recently purchased of you. The machine is doing more than we expected, and it is needless to say that we are well pleased with both sheller and cleaner.

We also wish to thank you for the business-like way in which you handled this order. Your Mr. Sanderling gave us very good service, and we used our influence to land an order for you with the Ewart Lumber and Grain Co., at Ewart, and trust you have received an order from them by this time.

Yours very truly, KING-READ LUMBER CO.

Here is a typical case of service "Western" renders every day, and also of service continually rendered to "Western." We stand back of our claims, and do as we say we will.



"WESTERN" Gyration Cleaner

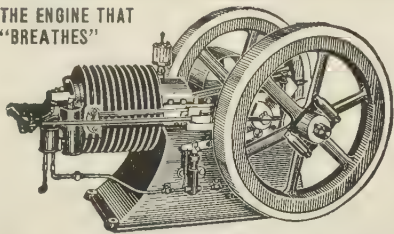
This Cleaner is meeting with favor in all phases of grain cleaning, and we are working night and day, striving to fill the orders for these machines and hold up the reputation of "Western" Service.

The "Western" has two distinct movements, rotary and oscillating. The improved patented adjustable finger screens used in this machine are non-chokable, and are always clean and open, assuring a quick and perfect separation.

Special screens for cleaning wheat and other small grain can easily and quickly be adjusted.

Greater capacity, better separation, more perfect cleaning, equal balance, less vibration, better control, greater durability, least expensive and most convenient machine to install. Write for "Everything from Pit to Cupola."

UNION IRON WORKS, Decatur, Illinois

THE ENGINE THAT
"BREATHES"

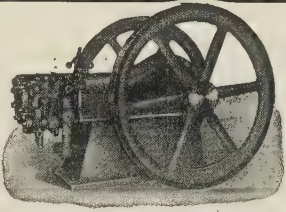
Sizes 1½ to 12 H. P.

Just the engine for the elevator or shop. No Water Tanks, Hoppers or Fan Complications to bother with. The Gade pays for itself by cutting your fuel bill one-third. Investigate the efficient and economic GADE before you purchase an engine. 3 year guarantee. Write for catalog and descriptive matter.

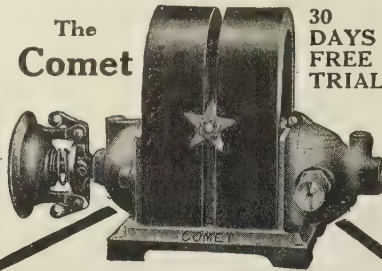
GADE BROS. MFG. CO. 110 Main St. Iowa Falls, Iowa

New—Near-New
Rebuilt and
2nd Hand
Gas Engines

of our own make. thoroughly guaranteed—8 to 50 H. P. Let us know your requirements and we can, no doubt, fit you out with just what you want.



The New Era Gas Engine Co.
86 Jefferson Avenue, PORTSMOUTH, OHIO

The
Comet30
DAYS
FREE
TRIALDon't figure the first cost
—OF—

The Comet

Figure the money saved in the end

Experience with Magnetos has proved their superiority over batteries or dynamos, and experience with the Comet will prove it to be the simplest, most compact, and most powerful magneto made.

For Make & Break Spark \$10—For 1 or 2 cyl., jump \$11
WRITE FOR CATALOG

HENRICKS NOVELTY CO.
1243 St. Paul St., Indianapolis, Ind.

If Your Business

isn't worth advertising
advertise it for sale.

G. & M. Compression Igniter

A Revelation In Gas
Engine Ignition

This igniter is suitable for all types of internal combustion engines. It may be screwed in in place of your jump spark, hot tube, or mechanical make and break igniter.

We can save you
MONEY, TIME
AND TROUBLE

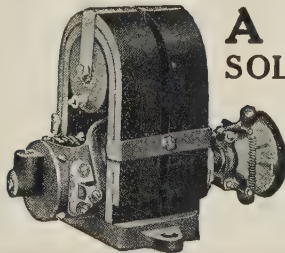
A. H. McDonald, the gas engine man, Chicago, wrote us as follows:

"I have handled and sold the G. & M. Compression Igniter during the past three years and have installed them on a great many engines, some of which were cases where nearly every other form of ignition had been tried and proven more or less of a failure. I take pleasure in stating that your Igniter has given perfect satisfaction. I find by using this Igniter that the difficulties and troubles of other forms of ignition have been overcome and that it has solved the problem of quickly equipping any engine with a hammer make and break type of ignition. It is simple in form, easily applied and thoroughly reliable."

If your dealer does not handle this, kindly send us his name and write direct to sole manufacturers

METAL SPECIALTIES MFG. CO.

736 W. Monroe Street, Dept. G. Chicago, Ill.

A "WIZARD" MAGNETO
SOLVES THE IGNITION PROBLEM

Don't try to get along with those old worn out batteries, and then find yourself at a continuous expense for new cells. Save that money. Dynamos burn out points, and burn themselves out. Save that expense. Batteries and Dynamos are a continuous expense. "Wizard" Magnetos are perpetual money-savers. Start saving money today—by writing for descriptive catalog G. D. and prices.

HERCULES ELECTRIC COMPANY
INDIANAPOLIS, IND.

Powerful facts about a *power-full* engine

It's the "Superior" Gasoline Engine

The most economical power an elevator operator can install. Economy through efficiency, durability and reliability. Always rendering the utmost power and satisfaction; no continuous repair expense and always ready; no breakdowns.

Every Superior Engine is guaranteed to develop and maintain the rated horse-power with the claimed amount of fuel consumption.

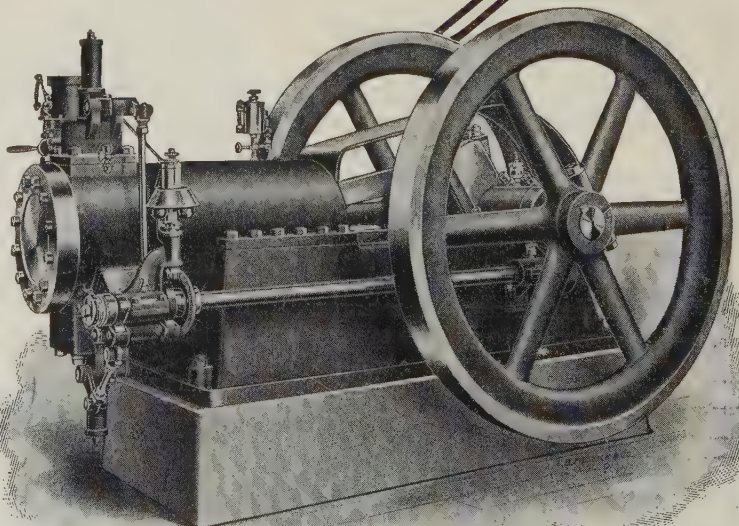
Ask your neighbor user; there's one near you. Shall we send you list of grain men using the Superior?

No trouble to give information and answer power problems; and our experience, service and solutions may save you a lot of power trouble.

Send for "Superior" catalog.

Superior Gas Engine
Company

SPRINGFIELD, OHIO



LINK BELT SUPPLY CO.

MINNEAPOLIS, MINN.

MANUFACTURERS OF

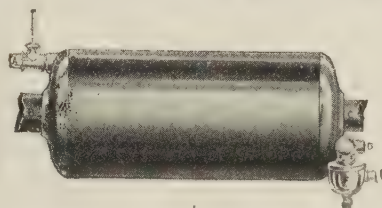
DISTRIBUTING AND FLEXIBLE
SPOUTS. BOOT PANS, STACKS AND
TANKS, WAGON DUMPS, MAN LIFTS.

ALL KINDS OF TRANSMISSION CON-
VEYING AND ELEVATING MACHINERY

A FULL STOCK CARRIED.
GET OUR PRICES.

DID YOU WORRY about last month's gasoline bill?
NO NEED TO WORRY
after you have installed the

AMERICAN-JACOBSON OIL GAS PRODUCER



It can be attached to any gasoline
engine, 2 or 4 cycle. Thirty days
trial. Five year guarantee.

THE JACOBSON OIL ENGINES

A full line from 3 H. P. and up-
ward. We can supply complete
power plants for yachts, motor
boats, and working boats, any size.
If you are looking for an engine
with the MATERIAL and
WORKMANSHIP, write

Department H. THE JACOBSON MOTOR CO. Saratoga Springs, N. Y.

High Grade Gas and Oil Engines, Gas Producers
and Accessories for Stationary and Marine Work

P. S.—When answering this advertisement kindly give exhaust pipe diameter on your
gasoline engine.

The Money-Making "MUNCIE"

THE real oil engine

We say "money-making" because it is a continuous money-
saver to the power user. Oil engines are recognized as the
cheapest and most satisfactory power known, and the
MUNCIE has been accepted as the Standard Oil engine, be-
cause—

It operates on Fuel, Crude, Solar, and Gas Oils, and
Kerosene, Naphtha and Distillate.

No batteries, magnetos or dynamos.

Fewest working parts of any engine.

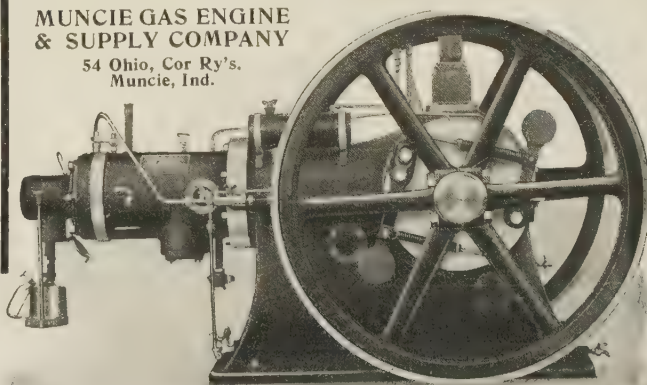
Built for hardest service.

Simple, durable, efficient and economical.

It's the engine for YOU. Write for catalog.

MUNCIE GAS ENGINE
& SUPPLY COMPANY

54 Ohio, Cor Ry's.
Muncie, Ind.



Operate Your Elevator With An Otto

OTTO ENGINES are used by the leading elevator companies in every state.
They have proven to be dependable and exceedingly economical in fuel
consumption and cost of repairs. Hence Otto engines are the cheapest. Do not
experiment when you can quickly obtain the standard in the elevator field—
The Otto. The size you are going to need is carried in stock at Chicago,
Kansas City and St. Paul, ready for prompt shipment. All duplicate parts
are also at hand at each warehouse.

SEND FOR OUR LATEST
BULLETIN NO. 3—TO HOME
OFFICE OR NEAREST BRANCH



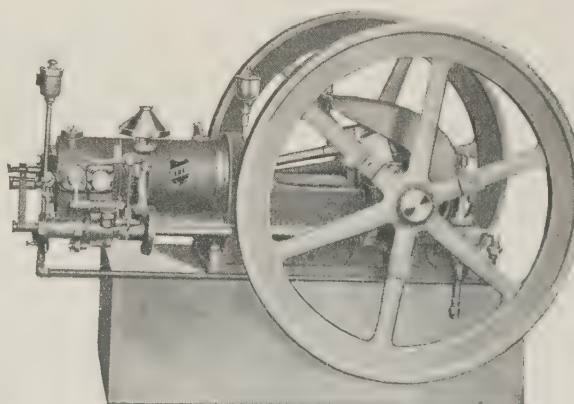
The Otto Gas Engine Works
3217 Walnut St., PHILADELPHIA, PA.

Branches at:

5-17 S. Clinton St., CHICAGO, ILL.
1205 Union Avenue KANSAS CITY, MO.

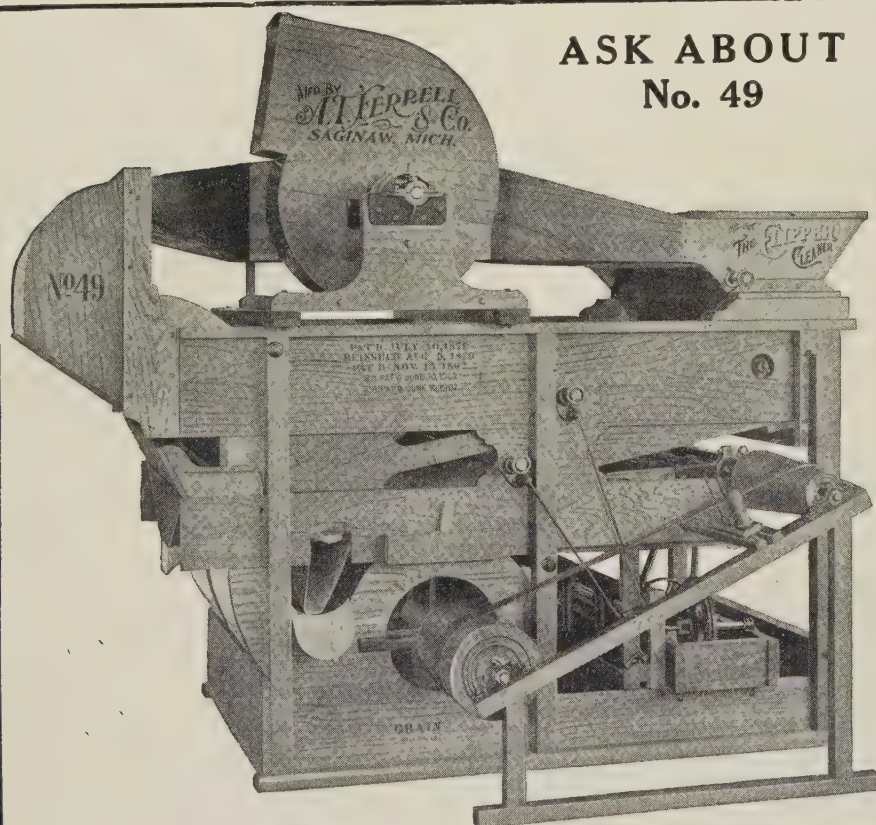
General Sales Agency with

ROBINSON, CARY & SANDS CO.
St. Paul, Minnesota



INVESTIGATIONS

SYSTEMS

JOHN F. SCHLIMME**Accountant-Auditor****SPECIALIZES IN GRAIN AND MILLING****Flour Exchange Building
MINNEAPOLIS - MINN.**Telephone
Nicollet 2658Correspondence
Solicited**ASK ABOUT
No. 49****Thousands of local elevators
are using the "Clipper"**

Thousands of local elevators are using the "Clipper," because of its economical and successful cleaning of all kinds of grain, clovers, timothy, flax, corn, etc. No other cleaner has equaled the fine separations of the "Clipper." No other of medium price is as well adapted for this class of work.

Quick, easy and simple in installation and operation. With or without traveling brushes. All modern improvements.

The "Clipper" requires but one-fourth the power of any other suction cleaner made of equal capacity, and has a wider range of variety of work.

We have the successful combination cleaner. We guarantee satisfaction. Let us send our catalog and sample screen plate.

A. T. Ferrell & Company
Saginaw, W. S., Michigan

CERTIFICATE OF WEIGHT

FORM 88 is designed for making a certified statement of the weight of a car of grain and the condition of the car. It has spaces for Date, Car No., Initial, Date Loaded, Number of Pounds, Kind of Grain, Seal Record, Firm Name, and Weigher.

These forms are duplicating and are check bound, 75 originals and 75 duplicates in each book. The original forms are printed on bond paper and are machine perforated so that they will tear out readily. The duplicates remain in the book as permanent record. The certificates are numbered in duplicate. Size 8½x4½ inches. Price with four sheets of carbon paper, 75 cents.

GRAIN DEALERS JOURNAL

315 S. La Salle St., CHICAGO, ILL.

Corn and Oat Tables

—ON CARDS—

Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,000 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors on heavy Bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered 50 cts.

Grain Dealers Journal

255 La Salle St. Chicago, Ill.

Grain Shipping Ledger**FORM 24**

An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. A page is given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

Across top of left hand page is printed "Shipments To....." the column headings on this page are: Date Shipped; No.; Car Initial; Car No.; Kind of Grain; Grade; Bushels or Weight; Price; Am't of Draft; Remarks. The right hand page is ruled with column headings as follows: Date Returned; No. Bushels Returned; Grade; Date Sold; Price; Freight Paid; Other Charges; Total Charges; Over Charges; Net Proceeds; Balance. Above the date column on each page are the figures "190.." In the column headed "No." on each page is a column of figures running consecutively from 1 to 50, thus numbering the lines on each page for quickly following record across the double pages.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

GRAIN DEALERS JOURNAL

La Salle Street, Chicago, Illinois

Grain Storage Receipts

Designed to be used by country elevator men, who store grain for patrons, in keeping a record of grain stored.

These receipts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The receipt is signed by the elevator man and shows he has received in store of.....net bus.....Wheat to be stored and insured under following conditions, etc.

The stub is used for recording the name of the owner of the wheat, the number of gross bus., dockage bus., and net bus., and lbs., grade and dockage per bu.

Each book contains 50 receipts printed on bond paper, 10½x3½ in.

Order form No. 4. Price 50 cents.

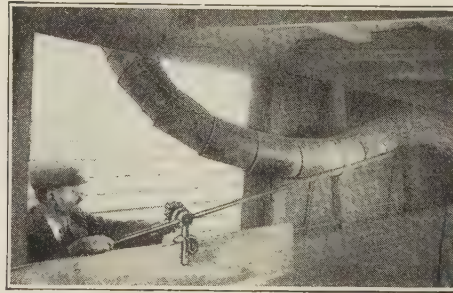
GRAIN DEALERS JOURNAL
315 S. LaSalle St. CHICAGO, ILL.

POSTS, POLES, LUMBER AND SHINGLES

KAYE & CARTER LUMBER CO.

We cut our own stock and sell only to established dealers. Send us your inquiries, get good service and save money.

Lumber Exchange, Minneapolis



THE K-C CAR LOADER

The Loader that saves its price on every car

- ¶ Saves pocketing of dust and dirt and lower grades of grains right in front of car door.
- ¶ Will grade your grain from one to two points higher on account of even distribution.
- ¶ Money refunded if Loader is not satisfactory after loading three cars.
- ¶ Send for name of nearest user or write A. A. Lee, Hatton, N. D., or B. F. Stone, Stillwater, or Capital National Bank, St. Paul, for references.

Fully Guaranteed—Have Good Proposition for Agent,

K-C CAR LOADER CO.

214-18 American National Bank Bldg.
ST. PAUL, MINN.

COAL SALES BOOK

FOT RETAIL COAL DEALERS

It facilitates bookkeeping, and reduces the chance for error. Practically three books in one: 1. Original entry of all sales made. 2. Original entry of the scale weights. 3. Journal from which the posting is done.

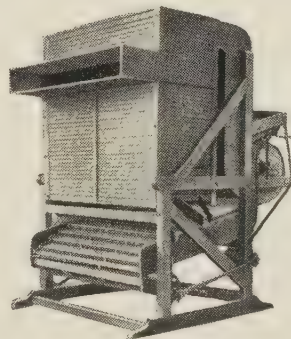
It contains spaces for 6,000 wagon loads. Each page is ruled with column headings, as follows: Date, Ledger, Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8½x14 inches and contains 150 numbered pages of superior ledger paper. Well bound with best binder board, covered with cloth, leather back, and round leather corners.

Order Form 44. Price, \$1.75.

GRAIN DEALERS JOURNAL
La Salle St., CHICAGO, ILL.

THE NEW PROCESS GRAIN CLEANER AND SEPARATOR



WILL CLEAN any Mixture of Grain down to almost perfect grade. Will maintain gross weights. **Nothing is Wasted.** Screenings from 60,000 bu. pays for one.

WRITE FOR PARTICULARS AND PRICES

FOSTON MANUFACTURING CO.

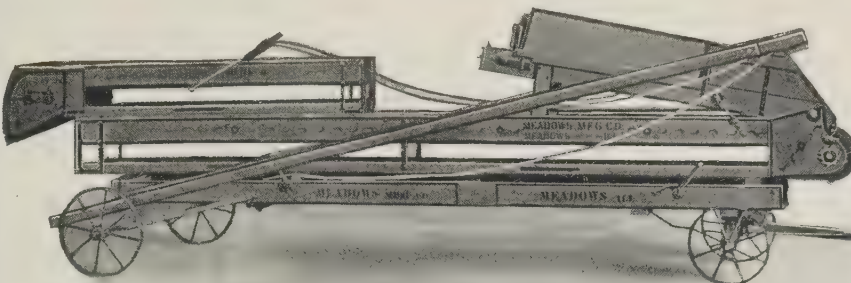
MERRIAM PARK (ST. PAUL) MINNESOTA

DON'T SCOOP. Use A *Meadows* Elevator

It costs you more to scoop your grain than it would to handle it with a Meadows Elevator, because if you do it yourself, you are taking your valuable time away from your business and are wasting energy that would make dollars for you if you would let it, if you hire help to scoop, you have to pay

Meadows

No. 10 Elevator Folded for Transportation

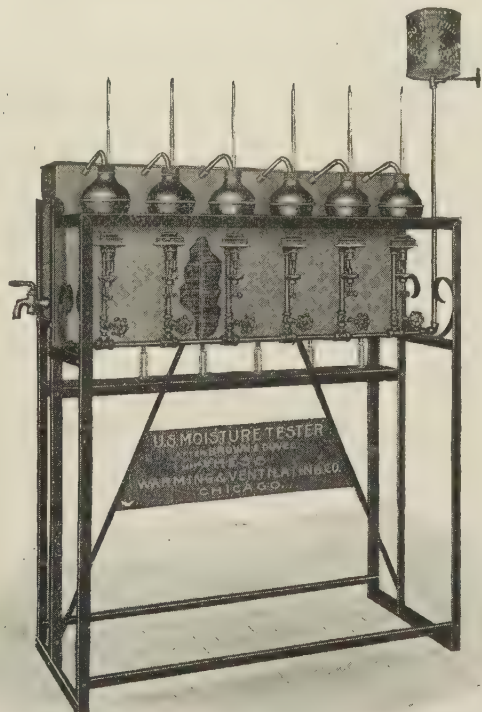


them well for it and then stand around and see that they do it right. A Meadows Elevator is an investment, not an expense, it is a money maker, not a money waster, it gives you full value for your money. Write to us now for catalog and prices, remember we build three complete and distinct outfits and can handle your order. Don't wait, write now.

THE MEADOWS MANUFACTURING CO.
PONTIAC, ILLINOIS

The Hess U.S. Moisture Tester

(After Brown and Duval)



There are more Hess Moisture
Testers in use than all other
makes combined
Why?

Because they are adapted for use with gasoline, which is the most available fuel for the country grain man, as well as with gas, electricity or alcohol, where these are preferred.

Because we use substantial copper flasks and tubes, instead of fragile glass bubbles which break and cause constant expense.

Because our tester is substantially built, of heavy steel, on a strong steel stand of convenient height, and not of flimsy sheet iron without a stand, as are other devices made for testing.

Because we guarantee our apparatus, our thermometers, our graduates and scales, to be **accurate**, subject to return at our expense if not satisfactory.

Because we keep a full supply of testers, scales and duplicate parts on hand **IN CHICAGO**, ready for instant shipment.

This is the year **YOU** need one. Ask for our free booklet, also about our **Grain Drier**.

HESS WARMING & VENTILATING CO.

::

907 Tacoma Bldg., Chicago

600,000 Tons Annually

*The BIGGEST producer of the BEST coal
in the CARTERVILLE field.*

Our 3x2 nut is **rescreened** in a new revolving screen and **hand-picked**. As **clean** as **washed** and a better burner because it contains **less moisture**.

C. & E. I. and Mo. P. railroads give us competitive rates to nearly all points.

Every Car Guaranteed

Write us for detailed circular.
We can save you some money.

JOHNSTON CITY COAL CO.

Old Colony Bldg., Chicago



THE OLD WAY

One Man with an **ATLAS** can easily move a loaded one.

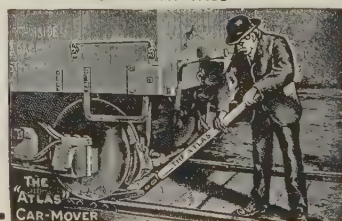
Appleton Car-Mover Co.
Appleton, Wis.

The Atlas Car-Mover

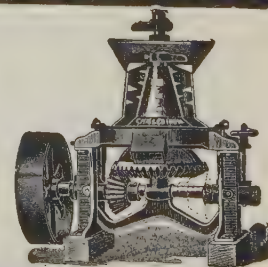
will pay for itself daily and last for years.

Twelve men with a crowbar can hardly move an empty car.

THE NEW WAY



Triumph Corn Sheller and Crusher



THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

MACHINES FOR SALE.

FOR SALE—One Richmond City 18 inch vertical Buhr mill—\$15.00. John M. Hornung, Greensburg, Ind.

FOR SALE—One 9x18, 3 pair high feed mill. Belt driven; in fine condition. Price \$175.00, F. O. B. Address, John Sikel, Avoca, Wis.

1 30-INCH DESTROYER FEED MILL with emery composition stones. Best mill for hard feed grinding. C. E. Dingwall Co., Milwaukee, Wis.

I HAVE JUST THE MACHINE you are looking for. I have installed one of larger capacity or power, and have no further use for old one. It is in fine condition, and I will sell for an extremely low price. I am one of the 6,000 readers reading the "Machines Wanted" columns of the Grain Dealers Journal, Chicago.

SECOND HAND FOR SALE—Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye gear drive; 1-9"x15" Case; 1-7"x18" 3 pair high Alfiee, belt drive; 1-7"x15" Alfiee, 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic, 25 bu. cap.; 1 No. 256 Monarch Magnetic, 50 bu. cap.; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P. 1 No. 4 A, 1 No. 2-B Wilson Tubular, 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

FLOUR MILL, FEED MILL AND ELEVATOR MACHINERY AND SUPPLIES.

The largest Stock of Overhauled and reconstructed Machinery in the World.

Roller Feed Mills—9x24 Case, 9x18 Barnard & Leas, 9x18 Hutchison, all three pair high; 6x18 Rickerson, 6x20 Howell, 9x18 Graham, 9x18 Hutchison, two pair high, and many others listed in our Bargain Book.

Write for one—Mailed on request.

Corn and Cob Crushers—No. 2 Richmond, No. 14 Economy, No. 5 Corn Belt, No. 5 and No. 6 Excel, No. 2 Kelley-Duplex, Foos Scientific Mills, etc.

Corn Shellers—One Style "A" and two Style "B" Triumph, one No. 6 Victor corn sheller and cleaner combined, one No. 2 and one No. 2½ Western Warehouse Corn-shellers, one No. 2 and one No. 2½ Western Rolling Screen Corn Cleaners.

Attrition Feed Grinding Mills—16, 18, 20 and 24 inch "Monarch"; 24 inch "Modern Special"; 30 inch "American"; 16, 19, 22, and 24 inch Foos.

Single Roller Mills—9x18 and 9x24 "Noye"; 9x18 "Odell"; 9x12 "Case"; 12x24 "Stevens"; 10x24 and 12x24 "Downtown."

Double Roller Mills—All Sizes and Makes.

Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.

Elevator Belts with Buckets Attached, at Extremely Low Prices—in either Cotton, Rubber or Canvas—Stitched Belt with "Salem" Steel Grain or Steel Corn Belts Attached.

Write for "Gump's Bargain" Book, giving complete list of all Machinery, Belting, Pulleys, Shafting, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.

Est. 1872. Inc. 1901.

B. F. GUMP CO.,
431-437 So. Clinton St.,
Chicago, Illinois.

MACHINES FOR SALE.

FOR SALE.

Four (4) Barnard & Leas No. 4 Oat Clippers. Eight (8) Barnard & Leas Tubular Barley Separators in good condition; very little worn. Prices low. Fagg & Taylor, Chamber of Commerce, Milwaukee, Wis.

WHILE THEY LAST—2 Fairbanks Hopper Scales with hopper timbers, \$35 each. 1 Rochester Flax, Grain and Seed cleaner, \$25; 3 Boot tanks, \$20 each; 1 exhaust fan, \$15; 1 double automatic shovel machine, \$25; 1 5 H. P. Steam engine, \$10; 1 steam pump, \$75; 2,000 practically new cups 6"x18", 15c each, 6"x14", 14c each. LaCrosse Wrecking & Lumber Co., LaCrosse, Wis.

GASOLINE ENGINES

30 H. P. FAIRBANKS-MORSE gasoline engine, \$250. In good condition. Affiliated Manufacturers, Milwaukee, Wis.

FOR SALE—One 25 H. P. Otto Gasoline Engine in good running order. Price with battery ignition \$350; magneto ignition \$375. J. Thompson & Sons Mfg. Co., Beloit, Wis.

GAS AND GASOLINE engines for sale command a vitally interested audience if you insert an advertisement in the "Gas Engines" columns of the Grain Dealers Journal, Chicago, Ill.

FOR SALE—1-30 H. P. Gasoline Engine, almost new and in perfect order. Just purchased elevator, and am installing electric motors. Address, Joseph Poos, Eaton, O.

FOR SALE—Gasoline Engine. Having put in electric motors, we have one 20-H. P. Fairbanks-Morse Co. gasoline engine in good repair, which we offer for sale. Jones Bros., Attica, Ind.

1 12 H. P. Stover, sample engine.....	\$295
1 16 H. P. Stover with clutch.....	\$265
1 20 H. P. Milwaukee.....	\$285
1 23 H. P. Gilson, hopper cooled.....	\$360
1 26 H. P. Foos.....	\$385
1 32 H. P. Fairbanks-Morse.....	\$435

Give your power needs before buying. Badger Motor Co., Milwaukee, Wis.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

MACHINES WANTED.

ROTARY CORN CLEANER WANTED. 1000 bu., Western or Barnard & Leas. E. R. Ulrich & Sons, Springfield, Ill.

SECOND-HAND OAT HULLER wanted. Give make, capacity and price. Martin B. Jones, Produce Exchange, New York, N. Y.

I WANT SECOND-HAND ELEVATOR machinery, and am willing to make a quick and satisfactory payment for any machine meeting with my approval. I am one of the 6,000 readers reading the "Machines For Sale" columns of the Grain Dealers Journal, Chicago.

SCALES FOR SALE.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

SECOND-HAND TRACK SCALE for sale cheap; "Howe" make; 40 ft., good condition. Kaw Milling Co., Topeka, Kans.

FOR SALE—One Avery Automatic Sack- ing Scale and One Avery Automatic Elevator Scale. Write to W. H. Hurley, Clinton, Mo.

FOR SALE CHEAP, one 48,000 lb. Buffalo Hopper Scale; one Buffalo Platform Scale, 4,000 lbs. capacity, with grain hopper five feet square. These two scales in first class condition replaced with larger ones. The Raymond P. Lipe Co., Toledo, Ohio.

BUILDING MATERIAL.

2 MILLION FT. 2x6, 2x8, 2x10 hemlock cribbing; all size timbers, boards and ready roofing. J. G. Ruel, 7337 Stony Island Ave., Chicago.

FOR SALE CHEAP—Million feet of elevator cribbing; hemlock, oak and beech timbers, one marine leg complete, belts, pipe, windows, etc. Kellogg Elevator Wrecking Co., Michigan St. and Buffalo River, Buffalo, N. Y.

STEAM ENGINES—BOILERS.

STEAM ENGINES AND BOILERS for sale. Any make, any size, and price of engine or boiler can be quickly and satisfactorily secured thru the "Steam Engines-Boilers" columns of the Grain Dealers Journal, Chicago.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS AND BULAPS, new or used, plain or branded, of every kind. Grain Bags, Sample Bags, etc. Best prices paid for second-hand bags. Wm. Ross & Co., 409 N. Peoria St., Chicago, Ill.

OFFICE SUPPLIES.

NEW TYPEWRITER AT A BARGAIN. New No. 5 Oliver Standard Visible Typewriter for sale. Never used. Address C. S. Clark, 315 S. LaSalle St., Chicago, Ill.

SELF-FILLING FOUNTAIN PEN

Always ready and writes the moment you touch the paper. We will sell you a good, practical fountain pen at \$1.50 postpaid. Each holder is fitted with 14-karat gold pen and pocket clip. The barrel is made of hard turned chased rubber. No glass filler required. By a slight pressure on the barrel the pen fills, and the same operation using water cleans the pen. No spilling of ink, no shaking, no clogging, no fancy gold or silver bands, but a most satisfactory self-filling fountain pen at a moderate price; of inestimable value. Each pen is guaranteed. If not satisfactory on receipt, return and money will be refunded. Mail Money Order for \$1.50 with correct address to WESTERN COMMERCIAL CO., DEPT. B., Mack Block, Milwaukee, Wis.

ELEVATORS FOR SALE.

EASTERN KANSAS ELEVATOR for sale or trade. No competition. Stock business in connection. Address, Wagner, Box 5, Grain Dealers Journal, Chicago.

NORTHWESTERN OHIO. For sale, one of the best elevator and coal propositions in the state. Address C. O. D., Box 7, Grain Dealers Journal, Chicago.

FOR SALE—Southern Minn., 12,000 bu. elevator on Ill. Cent. R. R. Feed mill, flour and feed side line. Good territory, fine prospects, price reasonable. Address, Box 59, London, Minn.

OKLAHOMA ELEVATOR FOR SALE in great grain section; no competition. Good station for hay and coal trade. Broken health reason for selling. Address, W. X. Y., Box 6, Grain Dealers Journal, Chicago.

BEATRICE, NEBR.—For sale, elevator and business, 2 pair scales and motor, elevator capacity 28,000 bus., doing good business in good grain country. Located on U. P. R. R. Address, C. A. Lewis, Beatrice, Nebr.

IOWA GRAIN ELEVATOR, general store and coal business for sale. Can handle live stock if desired. Money-maker, no competition. Small town. Address, Store, Grain Dealers Journal, Chicago, Ill.

30,000 BU., OKLAHOMA grain elevator for sale, in a good corn country and a good town and no competition. Have done a good transit business. Cherokee Grain Co., Vinita, Okla.

ILLINOIS:—For Sale, in town of 2,500, 30,000 bu. elevator, hay warehouse and coal sheds. Doing \$15,000 retail business. A bargain. Address, A. B., Box 5, Grain Dealers Journal, Chicago.

SOUTHERN MICHIGAN—For sale, 5,000 bu. elevator, feed mill, flour and coal business in small town; good farming section; 13 miles from Detroit on M. C. R. R. Good house and barn. Address Southern, Box 4, Grain Dealers Journal, Chicago.

WESTERN OHIO.—Two good elevators and coal businesses in the best farming section of Western Ohio. Will sell one or both. Good retail trade at either station. Only elevator in either town. Address, L. A. D., Box 6, Grain Dealers Journal, Chicago.

NEBRASKA ELEVATOR, lumber yard, coal and stock business for sale. In one of the best grain and stock centers of the state. Two elevators in town, and only one lumber yard. Residence included in offer. Good reasons for selling. Will offer reasonable terms to buyer. Will bear closest investigation. Will show books for last ten years, which will convince you that here is a first-class A No. 1 lifetime opportunity for some one. Now is the time. The new crop has just begun to move. Reasonable price. Address Opportunity, Box 4, Grain Dealers Journal, Chicago, Ill.

YOU CAN MAKE \$10,000 THIS YEAR by buying three first-class elevators in the heart of Oklahoma's wheat and corn country. No other place will you find any more suitable locations for a grain, coal, feed and seed business than these three stations. All are equipped with the very best of elevator machinery, scales, etc., also well furnished offices with good scales. Good competition, best crops and business conditions in years, everything favorable for making money and profits on this season's business should pay more than half for cost of elevators. Owner interested in grain business elsewhere and cannot devote proper time to the above. Buyer will have one of the finest, cleanest, and best grain businesses anywhere. It will take \$16,000 to buy the three, and it is possible to clear over \$10,000 on the present crops. Some wise man is going to grasp this opportunity soon. Why not investigate now? Address, The Best, Box 6, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

25,000 BU., SOUTH DAKOTA elevator for sale. Cribbed, 40 ft., high, automatic scales and modernly equipped in every respect. Good business. Address, Grain, Box 5, Grain Dealers Journal, Chicago.

FOR SALE—Grain and coal business in Iowa. Handled 175,000 bus. of grain and 1,500 tons coal last year. Priced right. Address Iowa, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE — 20,000 up-to-date cribbed elevator with coal sheds, 2 wagon scales, cleaner, gasoline engine, etc. In best grain section of S. E. So. Dak. Must sell on account of ill health. Address J. C. Schmidt, Medford, Ore.

WILL SELL HALF INTEREST in grain elevator in Red River Valley of North Dakota to some experienced grain buyer who can take charge of the business. \$2,000 required. Address, Red River, Box 5, Grain Dealers Journal, Chicago.

SOUTHEAST KANSAS—For sale, new 15,000 bu. elevator with splendid retail flour, feed and coal business in addition. Only elevator and coal business in the town. Buildings all on owner's land. Address, I. E. Clark, Walnut, Kansas.

ILLINOIS—For Sale or Trade, 15,000 bu. elevator and coal and hay business. Located in good territory, only one competitor. Too much other business to attend to, reason for selling. Address B. E. T., Box 5, Grain Dealers Journal, Chicago.

18,000 BU. OHIO ELEVATOR for quick sale, \$4,250, 250 ton hay warehouse, 300 ton coal bins. Excellent corn crop, 50% oats in farmers bins, good business every month in year, large territory and excellent farming country; no trade. Address, Dick, Box 6, Grain Dealers Journal, Chicago, Ill.

THREE UP-TO-DATE NEBRASKA elevators for sale. One on Burlington R. R., and two on U. P. Ry. Good grain points. Best crop prospects ever. Large territory. Right price. Will sell one or all. Address, Nebraska, Box 12, Grain Dealers Journal, Chicago, Ill.

40,000-BU. INDIANA ELEVATOR—Cribbed. Only elevator in county seat, third best farming county in state. Wheat, corn, oats and rye handled. Good wholesale and retail flour and feed business in connection. Will sell separate. Address, T. L. Box 1, Grain Dealers Journal, Chicago, Ill.

TWO ILLINOIS ELEVATORS for sale. Located on I. C. Ry., 35,000 and 25,000 bus. capacity, cribbed and iron clad. New automatic scale in elevator, Neberter engine in one, Fairbanks in other, and Fairbanks scales. Private vault with Mosler screw door safe. Coal sheds. Would like to sell all together, handles from 300 to 400,000 bus. per year. Address Led, Box 7, Grain Dealers Journal, Chicago.

THE FIRST \$5,000 CASH takes the best 40,000 bu. elevator and implement buildings in North Central part of Iowa. Implements about \$2,000. Elevator ships about 125,000 or more bushels. Elevator all hopper bins, and contains all new machinery. Best crop in years. From \$3,000 to \$10,000 worth of machinery sold in a year. No competition. Address Alex, Box 3, Grain Dealers Journal, Chicago.

ILLINOIS ELEVATOR and retail feed and seed store. I own new 4-story brick building on Ry. in growing Ill. town of 3,500. In rich farming country. Would make an ideal location for elevator and retail feed and seed store. Would have capacity of 20,000 bus., besides two floors for seed and feed business. No elevator in town. I have big established seed business on which I cleared \$1,500 this year, which I will turn over. Chance for big retail feed business. Fortune for live party with necessary capital. In need of money, will sacrifice for \$10,000 cash. Address, Fortune, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

TWO SOUTH DAKOTA ELEVATORS for sale at a bargain, where crops are best in State. All in good running order. Address, Geo. O. Farrell, Watertown, S. Dak.

NO COMPETITION, BIG TERRITORY—A first-class business and a rare opportunity for a live man, who desires a 20,000 bu. elevator on the Chicago Great Western in Minnesota. Will sell or trade. Good reason for selling. Address Minn., Box 3, Grain Dealers Journal, Chicago.

NORTHEAST KANSAS ELEVATOR for sale, with sheller, cleaner, gasoline engine, three large dumps, good competition, one other elevator, good town. Also seven room residence if desired. Address, Water, Box 5, Grain Dealers Journal, Chicago.

10,000 BU., MISSOURI ELEVATOR for sale at a real bargain. Good business, first-class elevator, handling grain, feed and seed. On Wabash Ry., in good farming country. Not much money needed. Address Missouri, Box 6, Grain Dealers Journal, Chicago, Ill.

MARION, OHIO:—For sale or lease, elevator, coal sheds, feed warehouse, office and barn centrally located at above city of 22,000. One of the best farming communities in State. Will lease for long period with option of purchase or sell on easy terms. Address, J. W. Jacoby, Marion, Ohio.

INDIANA ELEVATOR FOR SALE or trade 15,000 bus., cribbed elevator and coal business, will handle 50,000 bu. corn this season. This elevator handles 100 cars annually and will double this number soon. Located 75 miles east of Chicago; splendid opening. Address, G. G., Box 6, Grain Dealers Journal, Chicago, Ill.

MODERN GRAIN ELEVATOR in Indiana. Owner badly sick in hospital, and will sell to the first party who talks business. Least number of cars shipped out in one year is 127. No competition. Bumper corn crop to handle this year and seventy-five thousand bushels oats in farmers bins yet to move. Address A. & B., Box 6, Grain Dealers Journal, Chicago, Ill.

COULD YOU WISH ANY BETTER? The only elevator in an Illinois town of 800, with no competition, and a coal, flour and feed business in connection. An A No. 1 farming community, and on a direct route to Chicago, Cairo, Memphis, New Orleans and Louisville, Ky. Before it's gone write for further particulars. Address, "Peach," Box 6, Grain Dealers Journal, Chicago.

MAPLE PARK, ILL. For sale, elevator, feed and coal business, 55 miles west of Chicago, on main line Chicago Northwestern Ry., consisting of 25,000 bu. elevator on private ground 167 ft. x 150. Also good feed warehouse, two stories, 30x60. Also coal sheds with sufficient yards for lumber business. John W. Glidden, DeKalb, Ill.

A BUSINESS OPPORTUNITY requiring some capital is presented through the selling out of a line of lumber yards, country elevators, etc., in Iowa. Have several good live plants left, each one affording a good business opening for a hustler with sufficient means to buy the plant and carry on the business. Further particulars on application. Give references. Address, Capital, Box 5, Grain Dealers Journal, Chicago.

ONLY ELEVATOR at northwestern Ohio station for sale, 40,000 bu., cribbed. Hay, coal, flour and feed business in connection. 350 ton hay barn, 500 ton coal sheds, steam power. Ships annually 150 cars grain, 200 cars hay, retails 40 cars coal. Corn, oats, wheat, rye and seeds handled on good margins. Good town of 900 population, good school and high school, three churches, one bank. Prospect for large corn crop, 80% of oats in farmers hands. Price \$14,000. Too much other business, reason for selling. Address, C. N. R., Box 5, Grain Dealers Journal, Chicago, Ill.

BUSINESS OPPORTUNITIES.

GOOD LOCATION FOR GRAIN elevator, large territory, modern town and small competition. Address, 191, Box 5, Grain Dealers Journal, Chicago, Ill.

INDIANA—60 bbl. flour mill, elevator, feed and seed store and coal business for sale. Located near Chicago in county seat town of 2,000. Owner wishes to retire. Address, Bargain, Box 6, Grain Dealers Journal, Chicago.

THE ONLY FLOUR MILL for sale in a city of 12,000 inhabitants, within 30 miles of Columbus. Manager deceased, reason for selling. Rare opportunity for right man. Lock Box 220, Columbus, Ohio.

HALF INTEREST in good brokerage business in Northern Ill. town. Good connections with Eastern and Chicago firms. Prospects best in years. Big dividends. Invest \$2,000. Address, Brokerage, Box 6, Grain Dealers Journal, Chicago.

HAY, GRAIN, AND SEED BUSINESS with 5 or more years' lease on warehouse in Albuquerque, N. Mex., this is one of the oldest, largest and best in city; owner is retiring from business and will sell without bonus to a reliable party. For particulars address, Swan Realty Co., Albuquerque, N. Mex.

\$2,000 FOR HALF INTEREST in grain brokerage business in Northern Ill. town. Good connections with Eastern, Southern and Chicago firms. Good dividends on small investment. Write for particulars before the new crop moves. Address, Half, Box 5, Grain Dealers Journal, Chicago.

HALF-INTEREST in first-class grain, coal, flour and feed business. Fine elevator, well located, in best 3,000 population town of Southern Minn. Address, Half-Interest, Box 4, Grain Dealers Journal, Chicago.

FOR RENT, 75-BBL. FLOUR MILL and elevator. New, up-to-date, doing a good business in all kinds of grain, flour and feed. Owners want to retire, and will rent to right party, and sell mill necessities as flour and grain sacks, etc., as buyer desires. Running steady and making good money. Address, Rent, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WANTED—Elevator handling 150,000 bu. or more annually with retail of feed and coal. Must be a going business in good territory. Mention particulars, competition and reason for selling. Address, "W." Box 6, Grain Dealers Journal, Chicago, Ill.

TO EXCHANGE FOR ELEVATOR—456 acres, 5 miles south Bainbridge, Pike Co., Ohio. About 100 acres cleared, with house, barn, orchard on N. side, 5 houses, 1 barn, cow shed and other buildings on S. side. Some good timber. Address, Pike, Box 6, Grain Dealers Journal, Chicago.

WE DO NOT GUARANTEE TO SELL your elevator, but we are confident that we can furnish you with the largest number of ready buyers at the smallest cost. That is, if you insert your elevator offer in the "Elevators for Sale" columns of the Grain Dealers Journal, Chicago.

FOR SALE OR TRADE—160-acre improved farm, Gulf Coast, Texas, rain belt, 2 miles from railroad town, price \$50.00 per acre, part cash, balance easy terms. Will trade for good country elevator; books must show average business for past three years. Give full description and price in first letter. Address, Trade, Box 6, Grain Dealers Journal, Chicago.

A LIVE WIRE

Wholesale and Retail Seed, Flour and Feed Business. Located on two main lines of Railroad in a live Iowa town. It is doing the business and is priced to sell before January 1st.

Box 98, Grain Dealers Journal, Chicago

SITUATIONS WANTED.

WANTED—POSITION AS MANAGER of an elevator. Am perfectly capable and can give reference. Married. E. L. Reed, De Witt, Ill.

IF YOU ARE LOOKING FOR A GOOD man, consult the "Situations Wanted" columns of the Grain Dealers Journal, every issue. Here where the best look for the best.

POSITION WANTED:—By married man, position as manager of country elevator. Five seasons experience in grain business. Best of references. W. N. Woodhead, Edgar, Nebr.

WANTED A POSITION as manager in elevator in town of 6,000 to 8,000. Have had 6 years experience and married. Can give best reference. G. C. Grove, Sturgis, Mich.

POSITION WANTED as agent for line company. 4 years' experience. Permanent position preferred. Can give references. Address, J. D. Cooney, Casselton, N. Dak.

WANTED—By an experienced grain man, position as buyer in a country elevator, or as solicitor on the road for a grain firm. Address, Cumings, Box 6, Grain Dealers Journal, Chicago.

WANTED A POSITION as manager of lumber and grain business by married man. Can give best references. Experienced, competent and a worker. Address, John A. Rhoads, 917 Mechanic St., Emporia, Kas.

SEVEN YEARS' EXPERIENCE in the grain business; can speak Swedish and English; best references and honest. Want position as grain buyer. Address, Buyer, Box 6, Grain Dealers Journal, Chicago.

MAN OF 7 YEARS EXPERIENCE in grain business desires position with some responsible grain firm as traveling solicitor. Married and will leave salary to employer after trial. Address, 7 yrs., Box 9, Grain Dealers Journal, Chicago.

POSITION WANTED AS MANAGER of country elevator. Eleven years experience. Married and temperate. In a partnership at present but must change on account of crop failure. Nebr. or Kans. preferred. Address, Experience, Box 5, Grain Dealers Journal, Chicago, Ill.

A FARMERS ELEVATOR MANAGER has to make a change on account of drought. Have had lifetime experience, also some reference, married. What have you to offer? Prefer Minn. or Ill. Address, Hay, Box 2, Grain Dealers Journal, Chicago.

EXPERIENCED GRAIN AND HAY solicitor with five years experience, wants position with some reliable, wide-awake commission house. Best of references. Salary \$100 per month to start. Address, Solicitor, Box 6, Grain Dealers Journal, Chicago, Ill.

HAY WANTED.

WANTED—100 Cars Oat Straw. C. T. Hamilton, New Castle, Pa.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., Suite 65-68, 234-236 S. La Salle St., Chicago, Ill.

STRAW FOR SALE.

MOULDY OAT STRAW—Wanted, names of Paper Mill or some firm in the market for mouldy oat straw. W. T. Hardin, De Land, Ill.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Ind. 1,100 listed. Sold 122. First-class trade only. Charge seller 2%, subject to prior sale. NO OTHER WAY. 12 years' experience worth \$1,000 to buyers GRATIS. List with me, buy of me and have good luck.

HELP WANTED.

WANTED—Single man as second-man in elevator, coal and lumber yard and general store. Holcomb-Dutton Lbr. Co., Sycamore, Ill.

GRAIN BUYER WANTED AT ONCE for Farmers Elevator Co., a good house to work in. Give experience, references and salary expected in first letter. Address, Conrad Sjordal, Rothsay, Minn.

COMPETENT HELP WANTED everywhere. Everywhere competent help read the "Help Wanted" columns of the Grain Dealers Journal, Chicago, in finding satisfactory situations.

WANTED—A live, wide-awake, experienced salesman for a grain shipping firm, to take hold of a general line. Married man preferred; state experience and salary expected. Address, Shipper, Box 6, Grain Dealers Journal, Chicago.

From one to billions

Plant just one little kernel of corn in a small spot of fertile soil. You harvest two to three ears from this one seed. Save them. Plant them, and you reap a wagon load. Save it for seed corn the next year. Sow it. You have a crib full. Keep this up, and in a very few years you have multiplied this one little kernel of corn billions of times.

Insert a little "Want-ad" in the "WANTED-FOR SALE" columns of the Grain Dealers Journal. You immediately receive replies, insert the ad. again, the number is increased. By continuing your little ad. you will receive enough replies in a surprisingly short time to fulfill your want satisfactorily.

Natural history.

Now's the time to sow your seed. Send your offer or want today to the grain trade's accepted medium for "Wanted" and "For Sale" ads.

Grain Dealers Journal

315 S. LA SALLE STREET
CHICAGO, ILL.

Costs but 20c per type line each insertion. Worth more.

SEEDS FOR SALE—WANTED

DIRECTORY

OF THE

GRASS SEED TRADE

We are in receipt of so many inquiries regarding the names and location of Wholesale Grass Seed Dealers, that henceforth we shall publish in each number of the Grain Dealers Journal an alphabetical list of those dealers who wish to be so classified.

ARCHBOLD, OHIO.

Hirsch, Henry, all kinds grass and field seeds.

BAMFORD, PA.

Hoffman, A. H., carlots or less seed wheat.

LOUISVILLE, KY.

Louisville Seed Co., grass seed dealer.

NEW YORK, N. Y.

Loewith, Larson & Co., clover, grass, field seeds.
Radwaner, I. L., u. o. repre. R. Liefmann Sons.

GRAIN FOR SALE.

KAFFIR CORN—We are contracting sales on new crop now. Get our prices. F. G. Olson, Mgr. Grain Dept., O. W. Cox, Woodward, Okla.

GRAIN WANTED.

WANTED—Off, grade and salvage wheat and corn of every description. I make a specialty of it. C. C. Lewis, Chamber of Commerce, Buffalo, N. Y.

MR. MILLER—DO YOU WANT PURE virgin wheat, right from the country? Then make your want known thru an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal. Over 6,000 country shippers can satisfy your want.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

SEEDS WANTED.

WANTED FIELD SEEDS, all varieties. Quote, with samples. J. Oliver Johnson, Chicago, Ill.

TIMOTHY SEED SAMPLES WANTED. Whenever you can offer. National Seed Co., Louisville, Ky.

We Buy and Sell

Wheat Screenings, Cane seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.

H. NRY L. CHITIG GRAIN CO. Kansas City Mo.

John A. Salzer Seed Co.

GROWERS and DEALERS of
FARM and GARDEN SEEDS

LA CROSSE, - WISCONSIN

FUTURES

Clover—Alsike—Timothy

SOUTHWORTH & COMPANY

Produce Ex., TOLEDO, O.

SEEDS

Grain, Clover and Grass Seeds,

CHAS. E. PRUNTY,

7, 9 and 11 South Main St. SAINT LOUIS



Can You Offer

Cane - Millet - Clover - Pop Corn

Send Samples

J. G. Peppard Seed Co.

Kansas City, Mo.

WANTED

MIXED ALSYKE and TIMOTHY

Carlots or less. Will pay you more than you can get elsewhere. Send samples to-day. Also want Timothy, Red Clover and Alsike, etc.

THE ADAMS SEED COMPANY

Decorah, Iowa

GRAIN DEALERS JOURNAL

La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One and $\frac{50}{100}$ Dollars (\$1.50) for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Post Office.....

Capacity of Elevator

.....bus.

State.....

Mr. Kar-Lot
Kaffir Korn Konsumer

Do you receive our quotations?
If not, write today.

Tomlin Grain Co.

Board of Trade

Kansas City, Missouri

Buyers and Distributors Kaffir Korn and Milo Maize.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

ALFALFA SEED grown in Utah and Idaho. Highest grades. Also Red Clover and Timothy seed. Write us. C. A. Smurthwaite Grain & Milling Co., Salt Lake City, Utah.

WE HAVE THE LARGEST CROP of Timothy and Clover Seed grown in the last Twenty-five years. Write us for samples and quotations. S. Bash & Co., Ft. Wayne, Ind.

TIMOTHY SEED FOR SALE—If you want the very best TIMOTHY SEED right from the heart of the timothy seed section of Iowa, write us stating how much you want. We will send samples and prices. Our seed was never better. Ottumwa Seed Co., Ottumwa, Iowa.

KINSEY BROS.

GRAIN, HAY and SEED MERCHANTS
Field Seeds a Specialty
NORTH MANCHESTER, INDIANA

SEEDS FOR SALE.

MILLET SEED FOR SALE—I can fill your wants for millet seed. Address E. A. Coufal, David City, Neb.

ALFALFA SEED FOR SALE—New crop, irrigated, recleaned, seamless bags; car lots. Reinhardt & Co., Growers, McKinney, Tex.

FANCY RECLEANED ALFALFA SEED from finest irrigated alfalfa fields in the world. Absolutely guaranteed. Make bid on one to five cars FOB Barstow. Reinhardt & Company, Barstow, Texas.

SEED WHEAT FOR SALE—Millers, grain dealers, seed men, all wanting good seed wheat, can readily satisfy their want thru an advertisement in the "Seeds Wanted" columns of the Grain Dealers Journal.

THE ILLINOIS SEED CO., Chicago, Ill.

WE BUY AND SELL

TIMOTHY, RED, WHITE, ALSYKE AND ALFALFA CLOVERS, RED TOP, MILLETS, BLUE GRASS, SEED GRAIN

Ask for Prices. Mail Samples for Bids.

SEEDS FOR SALE.

FOR SALE—New Crop Kansas Alfalfa. Send for samples and prices. Rudy-Patrick Seed Co., Kansas City, Mo.

JOHNSON GRASS SEED. Indicate quantity wanted and time of shipment desired. We also handle Alfalfa Seed, other Grasses, Field Seeds and Feed Stuffs. Dallas Grain & Seed Co., Dallas, Texas. Established 1905.

NEW CROP HOME GROWN TIMOTHY, RED CLOVER (MEDIUM OR MAMMOTH) AND ALSIKE SEED, raised in the banner field district of the United States. It's the quality your competitor would like to have. Value compares with quality. Write for samples and prices. Five bag lots to carloads. Address The Sneath-Cunningham Co., Tiffin, Ohio.

IF YOU WANT

High Grade Timothy Seed, Alfalfa, Alsike, White Clover, Vetches, Millet and Sunflower Seed, write for samples.

G. S. MANN, Seed Broker

930 Postal Tel. Bldg. CHICAGO, IL.

We Buy and Sell

Established 1838 SEED OF ALL KINDS Write or Wire Us Incorporated 1904

THE J. M. McCULLOUGH'S SONS CO.

316 Walnut St., CINCINNATI, Ohio

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples

Toledo, Ohio.

W. H. Small & Co.

EVANSVILLE, INDIANA

Eclipse Poultry Feed

Absolutely sure Egg Producer.
Hens lay summer and winter.
It shows results; increases trade

Write for Prices

Have 10,000 Bu. CHICKEN FEED WHEAT on hand

Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN

THE ALBERT

DICKINSON

COMPANY

SEEDS

Timothy
Clover
Flax
Agricultural

Grain Bags
Pop-Corn
Seed Corn
Beans, Peas

CHICAGO

MINNEAPOLIS

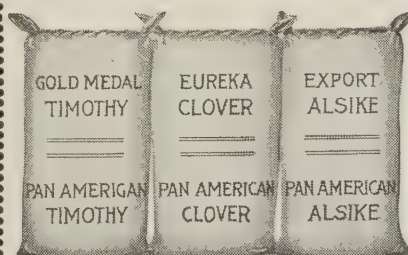
Minneapolis Seed Company

Minneapolis, Minn.

SEEDS

OUR SPECIALTY IS TIMOTHY

Send Samples for Prices

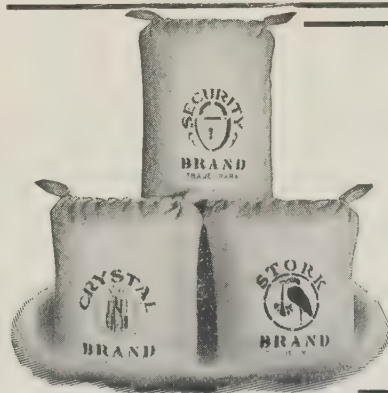


Timothy—Red Clover—Alsike—
Alfalfa—White Clover—Crimson
Clover—Canada Bluegrass—Ken-
tucky Bluegrass—Redtop—Millet
—Lawn Seed—Orchard Grass—
Seed Grains—Peas—Popcorn, etc.

Whitney-Eckstein Seed Co.

BUFFALO, N. Y.

Correspondence Solicited



THE INVINCIBLE Combination Scourer, Clipper and Cleaner

*Two machines in one at
about the one cost*

The best way to treat oats is to put them through this wonderful machine—it cleans, scours or clips, or all three on one operation.

To operate as a cleaner only a "carry-by-spout" is used, which brings into play the shaking shoe and screen action, as well as the air separation in the first and second separating trunks, making of this machine practically a receiving separator.

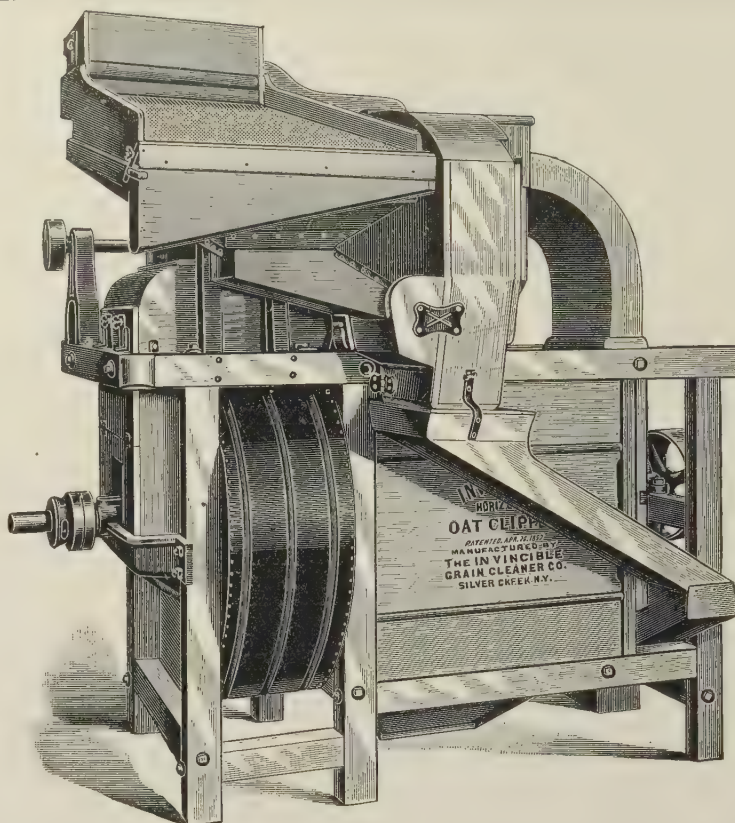
When used as a scourer or clipper the "carry-by-spout" is removed and the regular feed spout leading to the cylinder is inserted. This change is easily and quickly made.

For particulars and other information
write nearest office.

Invincible Grain Cleaner Co.
SILVER CREEK, N. Y.

F. H. MORLEY, Jr. 311 Traders Bldg., Chicago, Ill.
C. L. HOGLE, 622 Board of Trade, Indianapolis, Ind.
C. WILKINSON, 6027 Chestnut St., Philadelphia, Pa.
CHAS. H. STERLING, Jefferson House, Toledo, Ohio

SPECIAL SALES AGENTS: BUCKLEY BROS., Louisville, Ky.,



REPRESENTED
BY

F. J. MURPHY, 234 Exchange Bldg., Kansas, City, Mo.

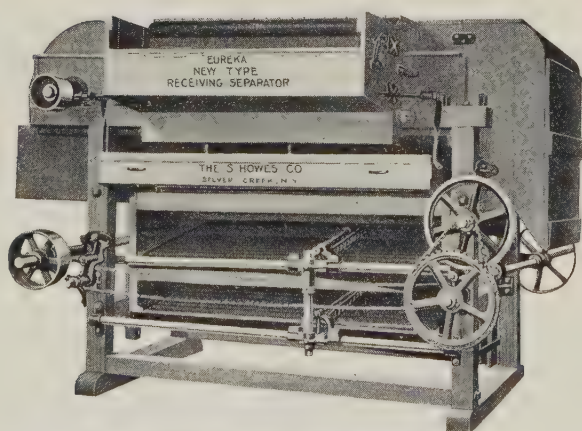
F. E. KINGSBURY, Terminal Hotel, St. Louis, Mo.

J. J. CROFUT & CO., 612 McKay Bldg., Portland, Ore.

STRONG-SCOTT MFG. CO., Minneapolis, Minn.

A SEPARATOR'S EFFICIENCY

depends on the amount of sieve surface available.



HEAVY DUTY CONSTRUCTION

The ONLY REAL AUTOMATIC Receiving Separator ever made.

All capacities from 300 to 8500 bushels per hour.

Descriptive catalog free.

AN INTERESTING COMPARISON

The largest size competing separators have *one* main screen 8 feet wide. The Eureka New Side Shake Elevator Separator of equal capacity has *four* main cleaning sieves and 36 feet total screen width—then again, every sieve is automatically cleaned.

THE S. HOWES CO., Inc., Silver Creek, N. Y.

GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month

by the

Grain Dealers Company

315 S. La Salle Street, Chicago, Ill.

CHARLES S. CLARK, Manager

SUBSCRIPTION RATES

To United States, Canada and Mexico one year \$1.50; two years \$2.50; one copy 10 cents.
To Foreign Countries within the Postal Union, prepaid, one year \$2.50; two years \$4.00.
A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., SEPTEMBER 25, 1912

BUYING GRAIN on established grades instead of as "No. 3 or better" will be scored again at the annual meeting of the National Ass'n. next week if the friends of fair dealing are alert.

TWO MORE children, playing in an Ohio elevator recently, were given a rapid ride on the man-lift to the roof and then dropped 60 ft., and of course the elevator man was blamed by everyone.

TRADE ABUSES and unfair practices will never be corrected until they are held up to the public criticism of the entire trade. Dealers who discover injustice and imposition owe it to the trade to expose it promptly and fully.

FALL PLOWING in Kansas and Nebraska will be greatly interfered with by the contagion raging among the horses of many sections of these states, and no doubt the loss of horses suffered by the farmers will effect a reduction in the winter wheat acreage.

MANY recent elevator fires have been credited to sparks from passing locomotives and lightning. Both are preventable causes and shippers who do not desire to have their business unexpectedly wiped out should cover their plants with iron and equip their elevators with lightning rods.

ALL ABOARD for Norfolk Convention of the National Ass'n Oct. 1-3.

WHEN YOU see cars leaking grain in transit kindly tell our readers, car initials, number, part of car leaking, direction going, date, place and kind of grain. Other information will be welcome, but these are the essentials to the collection of the shortage. Help others and they will help you.

THE WESTERN Union Telegraph Co. has announced a reduction in cable rates which should materially increase its cable business. One of the new features introduced is a cable night letter, 12 words for 75c, delivery within 24 hours guaranteed. If the telegraph company continues its policy of trying to encourage business it may even go so far as to reduce domestic telegraph tolls.

THAT wonderful new variety of barley which a California man assured the newspaper reporters would soon displace all other varieties, has been investigated by the Agricultural Dept., as is reported in our "Letters" this number, and found wanting in qualities, which should warrant its receiving any special consideration. Grains which seem wonderful to the inexperienced are often worthless to the expert.

DEALERS who telegraph bids or acceptances without using a carefully compiled code, must expect now and then to be misunderstood. Had the dealer who bot a car of wheat on a declining market at "ninety-one, half" used a code, both he and the seller would never have the least suspicion that he really intended to bid "ninety one-half" cents per bu. The telegraph company pays no attention to punctuation points.

CARS are becoming so scarce in some sections shippers have been compelled to close their elevators, because of their having no room left to receive more grain. Some shippers are obtaining cars thru the use of formal written orders upon traffic managers. Many of the railroad station agents seem unwilling or unable to get cars for anyone, hence it behooves shippers needing cars to go straight to headquarters and to insist upon having them.

SHIPPERS to the Memphis market should not overlook the communication of the secretary of the Merchants' Exchange in our Tennessee news column. The trade of that city has long suffered from irresponsible fly-by-nights who insist on fleecing every shipper they can obtain business from. The members of the Merchants' Exchange of that city have invariably given shippers a square deal and it seems utter folly for any shipper to attempt to do business in that market without confining his business strictly to members of the organized exchange.

TESTS now being conducted on the government's experimental farm at Bethesda, Md., with an animal poison squad, will determine to the satisfaction of the Agricultural Department experts as to whether bleached oats are fit food for animals. Previous experiments conducted by an army post with horses fed bleached and unbleached oats disclosed no deleterious effects and many in the trade are satisfied that the results of the present experiments will not be different.

GRAIN BAG speculators on the Pacific Coast will carry over several million bags, because the wet weather delayed threshing in so many sections that second-hand bags were returned to the interior from coast storehouses and used to forward another shipment. The greed of the speculators, however, will soon work its own cure, as the trade, in seeking to find some escape from exorbitant prices for bags and large handling cost, will adopt eastern methods and forward all grain shipments in bulk.

THE UNITED grain trade should demand that all S/O Bs/L be numbered consecutively at each station as issued in exchange for freight and bear imprint of railroad station agent's dating stamp, as well as his signature in ink. While this is only one step to your protection it is an advance and the railroads should, in the interests of their own welfare, gladly grant it. Large crops have generally resulted in a large crop of B-L forgers, but fortunate for the trade none has been brot to light upon the present crop.

ELEVATOR MEN who store grain for others should issue a storage receipt and specify thereon that it is stored at "owners risk of fire." While the elevator man who makes no charge for storage is not liable unless it can be shown that the fire was due directly to the negligence of the owner or his employees, still it often takes a long drawn out expensive lawsuit to relieve him of this responsibility, which could have been averted by a short sentence in his storage certificates or else by a notice posted in his office.

IT IS indeed gratifying to know that the active co-operation of all shippers and receivers has helped to reduce the scarcity of box cars and as a rule the aid has been given without inconvenience or cost. As has been frequently pointed out by the railroad companies, cars are for the purpose of transporting freight and their use for warehouse purposes should not be tolerated, even tho the user be willing to pay the demurrage charge. In times of large movement of freight, as at present, everyone should gladly co-operate for the prompt release of every car, to the end that other shippers may be accommodated with shipping facilities which may be very necessary to their business existence.

BEFORE any state establishes a quarantine against the grain of adjoining states, it should be well established that the grain barred is in reality likely to prove injurious, if admitted. Hasty, hysterical individuals can often push politicians to grave blunders without any beneficial results. The flow of grain from one state to another cannot be stopped without great damage to commerce, and those demanding such action by the government of Missouri should make sure that relief will be obtained before they even demand it.

GRAIN DOORS will henceforth be reclaimed at Toledo by a special bureau and all outgoing cars intended for grain will be carefully coopered and placed in prime condition before loading, to the end that shipments from that market will henceforth be delivered intact at destination and the railroads' annual expenditure for grain doors will be reduced to a minimum. The move is in the interest of improved shipping conditions and will work an economy to the railroad companies as well as the grain shippers. Many other markets where large quantities of grain are reshipped are in need of similar reform.

SOME country elevator men are granting free storage to farmers and at the same time complaining most bitterly of the practice. Of course they would gladly stop granting free storage if their competitors would; but that awful competitor, he simply will not be reasonable. In addition to giving away his own profits he forces all the neighboring dealers to do likewise. It is much better not to do any business than to do it at a loss. It takes a real live progressive to eliminate the expensive waste from his business, but some do it and as a rule the reformers reap the greater profits. The dealer who grants free storage and at the same time is unable to obtain all the cars needed for shipping his own grain, will soon find his elevator blockaded with grain that brings him no profit.

THE GOOD ROAD plans of the state and federal governments merit encouragement at the hands of every grain dealer, as with passable roads the year round the farmer will be more likely to market his grain gradually than all at once, as soon as harvested. If the farmer would spread the delivery of any grain over a longer period its influence on the markets would be less burdensome and the country would not be encouraged by an apparent plethora of supplies at the beginning of the crop movement into forcing famine prices at the tail-end of the crop by exporting more than could be spared. Then, too, the trade will not be worked to death the last four months of every year only to lounge in comparative idleness the balance of the year. Good roads thruout the year would help the grain dealer as much as the farmer.

CLEARANCE of railroad tracks by grain elevators, loading spouts and platforms is being demanded with ever increasing emphasis by different lines of railroad, in the hope of reducing accidents to train men, a fact which builders of new elevators can heed with profit.

FAKE COLLECTION agencies seem to prey upon Pacific Coast merchants just as viciously as in other sections of the country. The *Trade Register* of Seattle says: "There is a growing sentiment in business circles favorable to the regulation of collection agencies by federal or state authority." It seems that the merchants who place their accounts with the agencies for collection experience more difficulty in getting the money due them from agencies than they did from their debtors. One New York broker for whom a New York agency collected an account of \$140 was unable to get any of the money due him, yet Hope of getting a little prevented his disclosing the methods of the offending agency to the trade. Publicity is the best cure for crooks. A plain statement of the facts should be enough to place every intelligent dealer on guard.

THE OPENING of a new elevator gives every country dealer an opportunity to place his business before the grain growers to their mutual advantage and without great expense. Some shrewd dealers have recently kept open house, held a real picnic about their elevators, given prizes for the best runner, the best jumper, the prettiest baby, and at the same time it is well to offer prizes for the largest load of grain, prizes for the first load of the best grade of each kind of grain and then have a good brass band, a joke-laden orator and a tent with seats for the visitors to witness the granting of the prizes. It may seem like a lot of useless trouble to the average grain buyer, but it helps to promote cordial relations with the farmer to whom he must look for his grain. Invariably an eventful day will be found a profitable investment.

THE FRIENDS of the fairly disposed railroads, whose communications are published in "Letters," this number, may be able to find some excuse for the arbitrary increase of carload minimums, which is fully explained on page 443, and if they can we know that thousands of our readers will be glad to see any explanation of this latest aggravating exaction. For some time the railroads have been assuring the trade that they were making an honest endeavor to put all of their cars in prime condition, in the hope of increasing the carrying capacity of their lines, but their new minimum will force many small cars out of the grain traffic, and no doubt most of them will go back empty. The new minimum is absolutely indefensible and doubtless the offending carriers would recall it if shippers would protest, as their business demands they should do.

LEAKING CAR reports continue to reach us in large numbers, proving conclusively that the grain shippers of the land are going out of their way in an effort to help brother shippers at distant stations. If every elevator operator would keep his eyes open for the losses of his fellow-tradesmen, many more of these unknown losses would be detected and paid for by the offending carrier. It must be apparent to every grain shipper that the oftener the railroad company is proved to be to blame in the matter of shortages in shipments, the sooner will the grain carrying lines provide equipment for the transportation of grain which can be depended upon to deliver all grain received at destination. The needed reform will bring about a great saving to the railroad companies as well as to the shippers and eliminate much worry for both.

ADVANCING money to farmers who expect soon to have a large crop to sell is no longer considered a legitimate means of capturing the farmer's grain. At one time the farmer was supposed to haul his grain to the dealer who was so accommodating as to lend him money without interest, but experience has proved that the farmer who is such a poor manager as to need to beg the grain dealer to grant him a free loan is not a business man who is likely to be bound by any verbal obligations or promises. The elevator man who advances money with the expectation of getting farmers' grain and thereby securing an opportunity to get some compensation for the accommodation granted, encourages that very farmer to take his grain elsewhere, in order that he may have the use of the money until the dealer rushes him for payment. The local banker is in the money-lending business and would-be borrowers should be referred to him. What is your practice?

THE GREATER the number of grades of any kind of grain, the greater the expense of handling and storing that grain to the elevator operators. Western Canada is encumbered with nearly 500 grades or variations of grades of wheat, with the result that much storage room in large elevators at lake ports is tied up with a small amount of grain. If the classification of each kind of grain was carried out to such infinitesimal variations, it would soon be necessary to build terminal elevators with numberless bins of carload capacity. Then the identity of each shipment could be preserved and the mixing of grades would be prevented. No doubt much of the present classification is based on superficial and non-essential characteristics. Inspection should be conducted for the purpose of classifying grains into grades, for the purpose of promoting commerce, and not with such scientific exactness as is sure to hamper business and interfere with the economical handling of the crops. Chemical laboratory classifications may be correct, but the trade does not need them. They do not facilitate business and their use brings no real advantage to anyone in the trade.

SCOOPERS have long been the source of much grief to country elevator men and to terminal market receivers. Scooping is a weak effort on the part of cheap people to go around the established channels of trade. The volume of business conducted by such individuals is seldom large, but it is sufficient to worry all established dealers and disturb the trade relations of the district. The scooper seldom has any investment or capital, so is irresponsible and often imposes upon every one with whom he deals, quickly working an effective check upon his own business. In some sections short-sighted railroad managers have encouraged scoopers by permitting them to use box cars as warehouses and oftentimes they have worked a great injury to the regular established dealer whose house was full of grain and no cars obtainable. The best cure for the scooper, as well as for any other shyster who travels around as a vender of cheap jewelry, clothing or silverware, is to join with the local merchants in securing the enactment of an ordinance assessing a license fee for transients. At different times it has been suggested that the names of scoopers at country stations be published and it has been done, with the result that scoopers in distant markets and consuming sections have profited by the information and communicated direct with the published scoopers to their mutual profit.

IT IS NOT often that a grain shipper expresses any real sympathy for the railroads, principally because they do not merit any and also that they seldom give any consideration to the rights or interests of their patrons. So one of our "Letters" from an Indiana shipper is a surprise. A large percentage of the stocks and bonds of some railroads is pure water and not entitled to any share in the earnings of the property. The money now used in paying dividends on water should be going into a sinking fund for repairs and renewals. Then the railroads would not complain of being required to buy new box cars occasionally or of keeping them in working order after they get them. If the railroads are not so managed that they can afford to provide transportation then they should not attempt to sell it. By going into the hands of a receiver or by means of forced sales and reorganization, the profits of the promoter and the stock jobber can be eliminated and the property made to earn handsome dividends on its real value. That should be enough. Shippers should not waste all their time and money placing grain cars in loadable condition. That is the duty of the carrier, not the shipper, as has been frequently held by the courts and also by the Interstate Commerce Commission, but so long as the shippers do the work for the railroad companies without compensation the railroad companies cannot be expected to undertake the work themselves.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for publication, the initials, number, date and condition of cars seen leaking grain in transit.

P. L. 514860 loaded with barley was set out at Athens, Ill., Sept. 23, with draw bar pulled out.—Farmers Elvtr. Co., per G. D. Primm, mgr.

C. & A. 15983, loaded with wheat, passed thru Pearl, Ill., Sept. 22, on C. & A. R. R., leaking badly. As train went on to a siding, I secured a grass sack, nails and hammer and stopped leak in floor at sill by nailing blocks to sill, binding the sack over the hole in the floor. If the car had been leaking but a short time, the loss will be considerable, as 60 lbs. or more accumulated while train was standing still, a period not exceeding two minutes.—A. M. Applegate.

I. C. 130315, loaded with yellow corn, was set out at Cerro Gordo, Ill., Sept. 21, on account of a hot box, leaking badly at both ends. We repaired to best of our ability.—F. S. Betz, mgr. Cerro Gordo Grain & Coal Co.

S. P. 81258 passed thru Moweaqua, Ill., Sept. 21, loaded with corn, with the end of the car bulged out badly over the draw bar and leaking yellow corn in a stream. Car was billed to New Orleans.—Andrews & Adams.

N. P. 8962, east bound, was set out at Rogers, N. D., about Sept. 20, leaking grain from both ends and sides.—O. G. Lund, mgr. Farmers Elvtr. & Mercantile Co.

M. K. & T. 72308 passed thru Donovan, Ill., Sept. 18, leaking yellow corn at the door.—Donovan Grain Co., per Dwight Worsham, mgr.

Big Four 7379 passed thru Donovan, Ill., Sept. 18, leaking yellow corn at the side.—Donovan Grain Co., per Dwight Worsham, mgr.

Frisco 34244, loaded with wheat, passed thru Buhler, Kan., Sept. 17, leaking at side near door.—Farmers Elvtr. Co.

I. C. 11244 passed thru Armstrong, Ill., Sept. 17, leaking yellow corn at end.—C. L. Wood & Co., per J. R.

C. & E. 1, 756, loaded with wheat, passed thru Moorefield, Neb., Sept. 17, leaking grain in a stream the size of one's finger at the sill.—James Pearson.

N. P. 45860, loaded with wheat, was wrecked on Main street in Jamestown, N. D., Sept. 16, and was reloaded into N. P. 29837. After both cars were switched away, the railroad crew filled up 12 sacks of wheat, of about two bus. each. I do not know whether or not these sacks were afterward put into the car. After sacks were filled, there was not over three bus. left on the ground.—A. A. Lee, Hatton, N. D.

C. G. W. 13816 passed thru Spencerville, Ind., north bound, on the Wabash, Sept. 16, leaking yellow corn badly at one end.—Stiefel & Levy, Ft. Wayne, Ind.

N. Y. C. & H. R. 66447 passed thru Fairland, Ind., recently, leaking white oats badly from side. Car was transferred here.—Goodrich Bros. Hay & Grain Co.

I. C. 39145 passed thru Parkersburg, Ia., Sept. 15, leaking corn at end of car. Leak was noticeable only when car was in motion.—A. K. Smith, mgr. Independent Grain & Lmbr. Co.

R. I. 150709 passed thru Greensburg, Kans., east bound, Sept. 13, leaking wheat at corner of car. I repaired same by nailing.—O. H. Landrith, agt. Kansas Flour Mills Co., Wichita, Kans.

Ia. C. 3040, loaded with oats, destined Minneapolis, was set out at Winthrop, Minn., for repairs. The car was leaking badly at corner of car from bottom up. The car repairer here repaired as best he could.—Security Elvtr. Co., Carl Hagg, agt.

I. C. 140997, loaded with yellow corn, was in Freeport, Ill., yards Sept. 13 with side door bulged and leaking badly. Four or five bushels are scattered in yards here. Loaded at Ritter, Ia., probably by Farmers Elvtr. Co.—The H. A. Hillmer Co.

Lehigh Valley 60414, loaded with corn, passed thru Wright, Ia., Sept. 12, leaking badly. I reported the matter to the conductor.—D. K. Unsicker.

P. F. W. & C. R. W., loaded with oats, passed thru Macon, Ill., Sept. 14, leaking badly at door.—J. W. Bradway Co.

Atlantic Coast Despatch 25366, loaded

with oats, passed thru Hartley, Ia., Sept. 11, east bound, with a bad leak.—C. H. Betts.

Atlantic Coast Line 31281 was set out at Colfax, Ia., Sept. 11, leaking wheat from side of car beyond repair as side of car was bulged out eight inches. We stuffed some waste and paper in to stop leak.—Denniston & Partridge Co., R. F. Agar, mgr.

C. & N. W. 112218, loaded with white corn, was set out at Onawa, Ia., Sept. 10, leaking from a broken end post.—Farmers Elvtr. Co., per A. D. Post.

G. N. 21508 passed thru Ada, Minn., Sept. 9, leaking wheat from end. While train was standing I drove nails into it and stopped the leak.—J. O. Rindahl, agt. Thorpe Elvtr. Co.

THE ARBITRARY INCREASE to 56,000 Lbs. Minimum.

The minimum weight in the official classification, which went into effect Aug. 1, is an attempt on the part of the railroads of the country to evade the order of the Interstate Commerce Commission, that when a shipper orders a small car and is furnished a car of greater capacity, the shipper is to pay freight on the basis of the minimum for the car ordered.

The trick was done by giving notice that the following words were to be omitted from the official classification:

If the marked capacity of the car is less than the prescribed minimum, the minimum weight will be the marked capacity of the car, but in no case less than 30,000 pounds.

The change in the minimum weights means that the shipper is deprived of his right to load a small car. The change means, further, that a dealer who loads a 40,000-lb. capacity car is going to pay freight on a car of 56,000 lbs., because the latter is the minimum in the new classification. In short, the new minimum weight is burglary if not highway robbery.

True, the shipper may load a small car and therefore pay freight on several thousand pounds he did not ship. Ignorance is inexcusable and the shipper is expected to know the railroad tariffs as well as the railroads. Picture, however, the country elevator man with thousands of bushels of grain stored in his elevator and as many more piled on the ground, waiting for cars to ship the grain east. That dealer may not load small cars chancing to arrive at his station in order to avoid paying freight in excess of the amount actually loaded. Or the shipper accepts the "half loaf" and pays the excess freight. He gets his grain to market and saves his financial life much in the same way as does the plutocrat, who pays at the instance of the "Black Hand."

The shipper is placed at a disadvantage by the fact that connecting line weights do not apply on roads east of Chicago, with the exception of the B. & O., N. Y. C. & St. L. and the Wabash. The single minimum therein deprives the shipper of his former privilege of loading a small car on two or three of the Illinois lines. The matter is considered so serious that Transportation Dept. of the Chicago Board of Trade now has in hand with such lines, the matter of correcting their tariffs so that smaller cars may be utilized.

A rule which will include all lines east of Chicago is advocated by the Transportation Department of the Chicago Board of Trade. "On grain received from connecting lines in original car, or for which billing shows car to car transfer to have been made beyond Chicago junctions, and on grain received from connecting lines transferred from car to car at points within the Chicago district, connecting line weights will apply."

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

FREE STORAGE BAD.—PROMOTE EMPLOYEES.

Grain Dealers Journal: All grain men should stop giving free storage to farmers, as it is hurtful to the elevator business.

Grain firms do not promote their men as they should. They should adopt a rule for promotions the same as the railroad companies have. If there were prospects for promotion men would take more interest in their work.—H. G. Carpenter, mgr. T. B. Hord Grain Co., Hordville, Neb.

TWO FIRMS DROPPED FROM LIST.

Grain Dealers Journal: There can be no question among grain dealers that the agitation by C. A. King & Co. and others for a Credit Bureau among wholesale grain dealers would be a good thing. In the absence of such a Bureau, the next best thing is to give as much publicity as possible to wrong dealing.

We have recently taken from our lists The Drago Grain Co., Mobile, Ala., and The Thomasville Live Stock Co., Thomasville, Ga.

Shall be glad to furnish copies of correspondence and telegrams to any who are interested.—Yours truly, W. H. Small & Co., A. F. Files, V. P., Evansville, Ind.

WONDERFUL NEW BARLEY NOT VALUABLE.

Grain Dealers Journal: With reference to the so-called new varieties of barleys said to have been developed by Mr. G. W. Overton near Chico, Calif., I may say that a representative of this office who was at Chico at the time this matter was first brought up, visited Mr. Overton and found that the supposed wonderful discovery was only the appearance of secondary heads from the upper node or joint of the stem. This occurred in both barley and oats. It is a fairly common occurrence in oat fields in the northwest, especially under conditions of abundant moisture supply. It is not considered a desirable character at all, as these secondary heads are small, not well filled, and oftentimes partially abortive. Instead of the main heads being twice as large as usual, the secondary heads are much less than half as large as the normal main heads.

These secondary heads develop and ripen later than the main heads and are not ripe at the time the main heads are ready and should be cut. For this reason what little grain is produced in them is green and of little value at the time the main heads are ripe.

This condition of secondary branching reaches its most abundant development in the varieties of grain-sorghums. I have been working for several years

to eliminate this condition from the grain-sorghums, since, in these as in the small grains, uniform maturity and high quality of the grain are the leading essentials.—C. R. Ball, Acting Cerealist, U. S. Dept. of Agriculture, Washington, D. C.

ANOTHER WARNING AGAINST SELF-RENEWING CONTRACT OF BRISTOL AGENCY.

Grain Dealers Journal: We desire to call the attention of your readers to an institution calling itself the Bristol Mercantile Agency and said to be devoted entirely to the grain, flour and produce trades. Any one who may have subscribed, as we did for this work, knows by this time that it is worthless, so far as helping him in his business is concerned, and that it gives him no information that he could not get "gratis" at his bank, from Bradstreet's or Dun's reports.

Those who do not wish to become an enforced subscriber a second year and be mulcted for a second \$20, would do well to read their contract with the agency very carefully, and be governed accordingly.—Martin & Martin, New Castle, Ind.

PURPOSE OF NOTATION ON B/L?

Grain Dealers Journal: I desire to call the attention of the grain dealers of Kansas to the useless and foolish notation the railroads require to be placed on Bs/L, namely "30,000 car asked; larger car furnished at convenience of railroad company."

The companies always furnish the dealers any old freight car regardless of size or capacity. Why not place the actual weights on the B/L and leave off the notation?—F. P. Hawthorne, McPherson, Kan.

Ans.: It is true that this notation is perfectly useless to the grain dealer and could be done away with so far as he is concerned; but under the interstate commerce act the railroad must charge a scheduled rate, and if car is not fully loaded must charge for the space in the car not used, up to the minimum weight for the commodity, which is based on a certain amount less than the marked capacity of the car. The notation that the larger car was furnished on order for a smaller one simply and only protects the carrier from the charge of rebating.

MORE TEAM WORK NEEDED TO REMEDY TRANSPORTATION ILLS.

Grain Dealers Journal: I am in full sympathy with the state of mind that prompts expressions about railroads being at times remiss in their duties.

After a long and varied railroad experience beginning with local agency work embracing many different positions, I know from actual experience many of the faults and virtues of both railroads and shippers.

The railroads should make more of a point of general office people becoming acquainted with their patrons. The shippers should do their part to make operation as safe and inexpensive as possible but it is very apparent to me that until each side has a better understanding of the others burdens and limitations the full recognition of the value of team work will be deferred.

Frequently the Operating and Traffic Departments of railroads are not in proper accord and this makes trouble for

all concerned, but there is a fine lot of honest people running railroads who will exert themselves to remedy defects when brot to their notice.

Have you thot of the plan of interesting the traffic man of some large western organization in running out specific complaints as they arrive with or without invitation? This plan carried on for say six months might work many decided improvements.—Yours very truly, Herbert Sheridan, Traffic Manager, Chamber of Commerce, Baltimore, Md.

UNJUST SWITCHING CHARGES.

Grain Dealers Journal: One of the unjust burdens levied on the grain trade is the \$2 charge for switching at non-competitive points.

If the railroad companies can absorb the \$2 charge for switching at a competitive point they surely can do so where there is no competition. It is unjust for a shipper to be compelled to pay the switching charge just because both roads do not reach the same point.

The U. P. road is short of cars and is forcing us to use old leaky cars, totally unfit for carrying grain. We have to use them because we can't get anything else.—F. P. Hawthorne, McPherson, Kan.

SUGGESTS IMPROVEMENT FOR GRAIN CARS.

Grain Dealers Journal: A local Burlington freight going east passed here Sept. 6 carrying car C. & E. I. 756 loaded with wheat. It was leaking a stream of wheat the size of a small finger, at the sill. Fearing the train would pull out before I had time to get some material with which to cork the leak, I went to the depot and told the train men about it as they were unloading merchandise. They unloaded the goods and pulled out without attempting to fix the leak. Some of those brakemen and others do not seem to care; the Company can pay for it, which is true to a certain extent. They never stop to think of the waste, and that three or four minutes' work would have saved more wheat than their wages would amount to for a week.

I have often thot that cars are not made right as they will pull loose from the sill by the weights within and the general racking motion. I have often thot if a slab of iron the entire length of the car was bolted on the outside, with bolts through the sills, it would hold the sides from working out at the bottom. I know it would tend to hold water and rot the boards, but believe with a liberal amount of paint applied the boards would last about as long as they do now, and would be much more satisfactory.

I saw a car go along today marked Rock Island Automobile Car which strikes me very favorably. It was made with iron studding and brace studding all on the outside, riveted to the iron sill, securely, and boarded on the inside. Very true it was not a grain car, but I'll bet a cookie it would hold grain and not be pulling loose every little while. Now if that car had been covered with heavy sheet iron on the outside to keep the weather away from the boards it would be a dandy. I think if grain shippers would write to railroad men careful suggestions about building cars, and what trouble we have and see, it would be taken in good part by them and maybe some real improvement could be made, that would benefit all. Don't you think so Mr. Editor?—James Pearson, Moorefield, Nebr.

OBSERVATIONS OF A TENDER-FOOT IN MONTANA.

Grain Dealers Journal: In passing thru, and over a large area of Montana the writer has particularly noticed some very peculiar propositions. For instance, on or about Sept. 1st I went to Townsend, Mont., to look up an elevator proposition, for which we closed contract.

I found there were fields of oats in the Broadwater country as green as those found in the Central States in July. Fields that were ripe or nearly so, showed spots in them, as above, unripe—simply growing. In other places they had turned entirely black, as tho they had been frost bitten. So long as the ground is wet, or there is too much moisture in this section, the grain will stay green, therefore, the cause of unevenness in these fields of grain is on account of the water. Needless to say it was all irrigated land.

Water costs nothing, and we presume as it is free, they would use all they could possibly "grab" with the result that the grain will stay perfectly green and unfit for harvesting until the frost gets it. Why, if this is a fact, do the farmers allow such conditions to exist. Of course, I do understand that it seems to be the habit in that country to do as little work as possible, and no doubt it would require too much exertion to turn the water off of these fields, or possibly it is on account of the labor proposition, which is nothing but a "graft." In Montana if a laborer is fired, or "canned," as we call it, on account of laziness, which seems to be the ruling passion of people there, unless he is immediately paid off, he can stop the work—tie it up, by going to some constable, or Justice of the Peace, and swearing to a summons to be served. The natural consequence is, that you cannot find real laboring men in the state. They simply put in their time the best they can, as

they know that they have the Superintendent at their mercy.

It may be that I do not know anything about it, but it has convinced me, if I shud purchase land in that country, it would be bench land for dry farming. They claim that 5 inches of rain is sufficient to insure a crop, but I would hardly think this was enuf, as the bumper crop this season is due to the fact that they have had heavier rainfall. You understand, of course, that wheat raised on irrigated land is no good for milling, as there is too much starch in it, and it is too soft, where the bench land wheat is hard, and of the best quality.

There shud be no such question as "the high cost of living" in Montana, but it seems you cannot evade it, even tho everything is raised there to supply the needs and demands in the line of necessities for supporting the people. Stock, cattle, hogs and sheep are raised right at your door, and are prepared for market there, not shipped to Minneapolis or Chicago, and reshipped to Montana. What is consumed is prepared at home.

As yet Montana is very deficient in flour producing, and is not to be wondered at, as grain has not been produced in large enuf quantities but a short time. However, the milling concerns in Western Montana apparently have inaugurated considerable of a "graft." Wheat produced there and shipped to Minneapolis, made into flour, and shipped back to Montana, is sold for a little less cost than the local millers charge for their output, and this in view of the fact they pay whatever they may see fit for grain. Dockage, for dirt, grade and dumps, which they use thruout that section to put a "graft" across on the farmers, and is simply robbery. However, a few more years of crop producing, such as there is in Montana this year, and the milling interests will wake up to the fact that there is as good or better points for the erection of flour mills than in any other state. Home

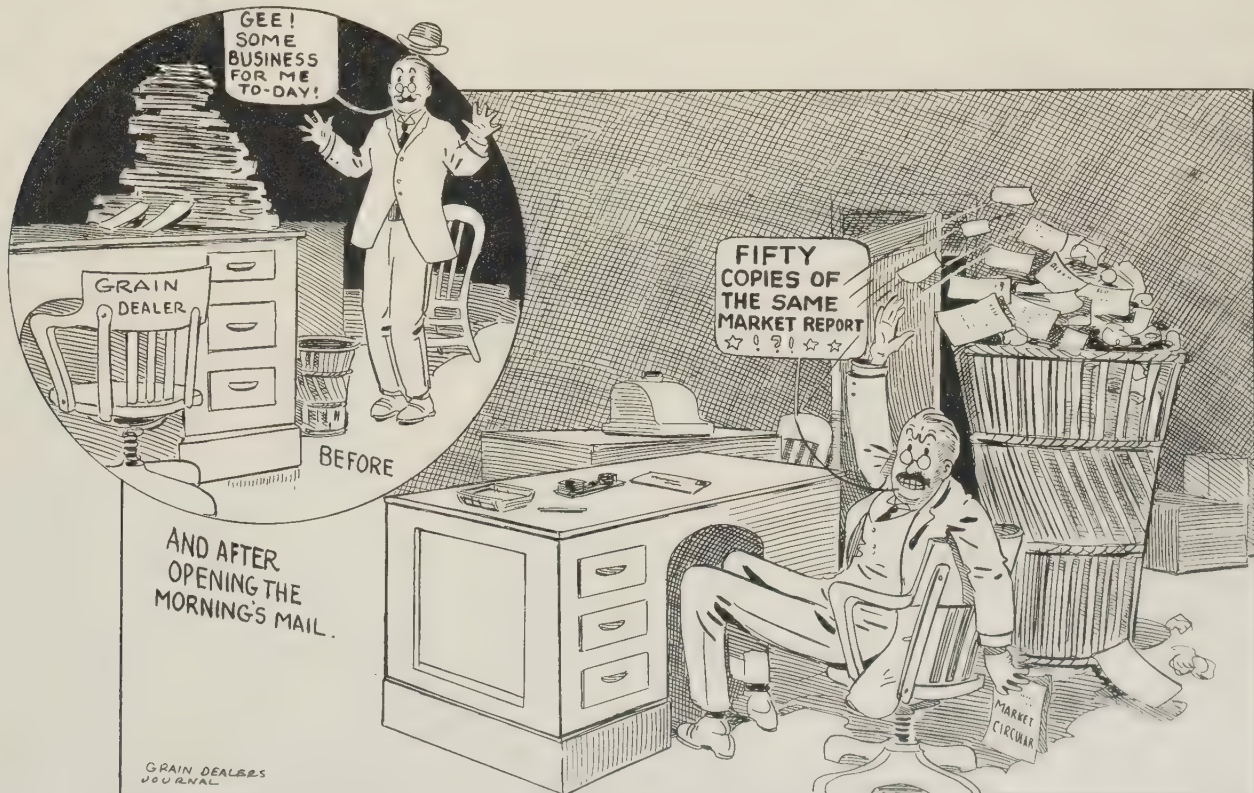
production simply means less cost on account of the exorbitant frate rates charged by the Railway Companies for carrying stuff to that territory. Therefore, as stated before, the home manufacturer takes advantage of this, and makes the price a little bit more, (especially on flour,) than this can be shipped in for, and of course is better quality than they can produce in that country.—Yours truly, J. F. Younglove, Sioux City, Ia.

FAVORS HIGHER FREIGHT RATES.

Grain Dealers Journal: Would it not be a good plan for the grain dealers of the country to get together and take up with the Interstate Commerce Commission the raising of freight rates? The rates the railroads are now getting do not seem to give them a chance to exist. They are letting their equipment get in such shape that it is almost impossible for a grain man to do business any more.

All the cars we have been getting are not fit to load grain in, but we try to cooper them so that they will hold until they reach their destination, and then we have many cars that go in short. We do not get as many cars as we need and have had to stop buying grain at different times on account of not having cars to load the grain into. You never see any new cars that the railroads have built or purchased lately or any of the old ones that have been repaired. Something should be done to help this condition and I can see but one thing and that is higher freight rates.

Shooting at one mark all the time will certainly tell in time. The Interstate Commerce Commission has surely had its guns on the railroads long enough and the people will have to suffer for it. It seems that every thing the railroads ask for they are turned down flatly and have no chance to get money enough to repair or buy new cars. Give the railroads a chance to live as well as any



Did This Ever Happen To You?

other corporation. We would like to hear what other dealers have to say about higher freight rates. Yours truly, Hirsch Bros. Grn. Co., Frankfort, Ind.

Ans.: If you will refer to Grain Dealers Journal for Sept. 10, page 367, middle column, you will learn that many new cars have been purchased and thousands of others have been ordered since report was compiled.

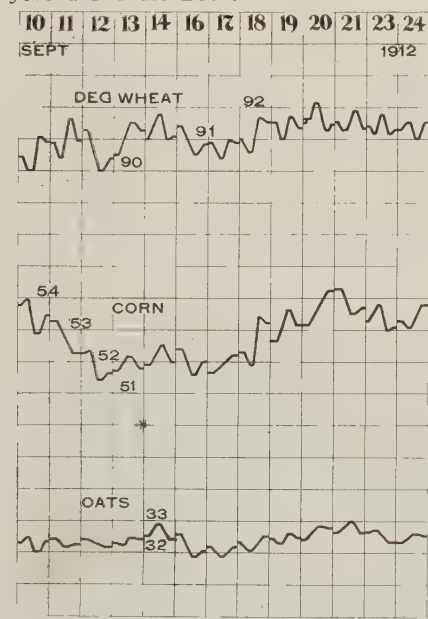
Reimbursement for the expense of cooping cars was denied the firm of Balfour, Guthrie & Co., of Portland, Ore., by the Interstate Commerce Commission. Plaintiffs had expended \$5 to \$6 per car in fitting them for grain, and made claim against the railroad; but the Commission held the shippers should have rejected the unfit cars and called for other, even tho their shipments were delayed in loading. This case was reported in full in the Grain Dealers Journal, page 773, Nov. 25, 1911.

CORN WEIGHTED WITH IRON.

Grain Dealers Journal: Here is a new style of swindle. In a car of corn from Peoria, Ill., for which I paid 90½¢ per bushel, I found a considerable quantity of punched iron for ballast. Our country is getting desperately wicked and it is high time to get laws passed that will hold grain shippers responsible to the extent of \$100 for any impure mixture in grain. I will not now expose the party.—S. C. Brunser, Middletown, Pa.

Chicago Futures

Opening, high, low and close on wheat, corn and oats at Chicago for two weeks are given below. For complete collection of similar charts back ten years see The Journal's Chart Book.



DAILY CLOSING PRICES.

The closing prices of wheat and corn for December delivery at the following markets for the past two weeks has been as follows:

DECEMBER WHEAT.												
	Sep. 10.	Sep. 11.	Sep. 12.	Sep. 13.	Sep. 14.	Sep. 16.	Sep. 17.	Sep. 18.	Sep. 19.	Sep. 20.	Sep. 21.	Sep. 23.
Chicago	90%	90%	90%	91%	91	90%	90%	91%	91%	91%	91%	91%
Minneapolis	88%	88%	88%	89%	88%	88%	88%	89%	89%	89%	89%	90%
Duluth	87%	88%	87%	88%	88%	88%	88%	89%	89%	89%	89%	89%
St. Louis	91%	91%	91%	91%	91%	91%	91%	92	92	92	92	92
Kansas City	86	85%	85%	86%	85%	85%	85%	86	85%	86%	86	86
Milwaukee	89%	88%	88%	89%	89%	89%	89%	89%	89%	89%	89%	89%
Toledo	110%	110%	109%	110%	110	109%	109%	110	109%	109%	108%	109
New York	99%	99%	98%	99%	99%	98%	99	99%	99%	99%	99%	99%
Baltimore	95	96	95	95%	95%	94%	94%	95	95	95	95%	95%
Winnipeg	83%	85%	85%	86%	85%	85%	85%	85%	86%	85%	85%	85%
Liverpool	106%	106%	106%	107%	107%	107%	107%	107%	107%	106%	107	106%
Budapest	123%	123%	124	123%	123%	123%	123%	122%	122%	122	123%	123%
DECEMBER CORN.												
	Sep. 10.	Sep. 11.	Sep. 12.	Sep. 13.	Sep. 14.	Sep. 16.	Sep. 17.	Sep. 18.	Sep. 19.	Sep. 20.	Sep. 21.	Sep. 23.
Chicago	53%	52%	51%	51%	52	52	52%	53%	53%	54%	53%	53%
Baltimore	86	85%	85%	85	85	83%	80	80	79%	77	77	75
Kansas City	49%	48%	47%	47%	47%	47%	47%	48%	48%	49%	49	49%
St. Louis	50%	50	49%	49%	49%	49%	49%	50%	50%	51%	50%	50%
Liverpool	68%	68%	68%	68%	68%	69%	68%	68%	68%	68%	67%	67

†October. *Spot. ‡September.

FROM YOUR COMPETITOR.

Let us be friends, and treat each other like friends

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

AUTHORITY FOR RATE QUOTED?

Grain Dealers Journal: In the Journal for Aug. 25 under the department "Changes in Rates" is quoted the rate on grain from East Grand Forks and Crookston to Bemidji, Minn., as 8c. Will the Journal kindly give us the authority for this rate?—Hanson & Barzen Milling Co., Thief River Falls, Minn.

Ans.: This rate was quoted by the Great Northern Railroad Co., in its Supplement No. 17 to G.F.O. 22888, effective Sept. 25, 1912, containing all changes from prior supplements to the original tariff which was effective Oct. 1, 1911.

WANT INFORMATION ON HANDLING KAIFIR CORN.

Grain Dealers Journal: Will kafir corn bear bulking and shipping as early as corn? Will new kafir corn heat in the car if dry? What is the best way to market kafir corn and Egyptian wheat corn? Will there be a market for all the kafir corn and milo maize this year?

Our crop here consists of corn, kafir corn, milo maize and Egyptian wheat corn. We would like to know more about Egyptian wheat. What is it good for, what is the best way to grow and to harvest it? How does Egyptian wheat compare in feeding and milling qualities with kafir and milo maize? C. F. Barnes, Manitou, Colo.

Ans.: Kafir corn can bear bulking and be shipped as early as corn, but great care must be taken to prevent heating of new kafir corn. When the germination period is on, it is impossible to keep the grain from heating. Owing to the fact that there is still a small left over demand for kafir corn, which is paying over \$1 per 100 lbs. for quick shipment, the best plan to follow in marketing kafir corn is to sell it while in transit by sample. There will always be a market for kafir corn. It will make its own market for the grain has 90 per cent the feeding qualities

of corn. The crop this year is a big one and the chances are probable that the market will be very weak later in the season.—Somers, Jones & Co., Chicago, Ill.

MINIMUM CAR LOAD.

Grain Dealers Journal: The new ruling of some of the railroads in regard to making 56,000 pounds of corn the minimum weight, regardless of the size of the car, is going to cause a loss to the dealers, who happen to load a 40,000 capacity car.

We all know that ten per cent over marked capacity is the limit for overloading, and with above ruling in working order would leave the shipper to pay freight on 12,000 pounds of corn that under one rule he could not load and under the official classification he would be supposed to pay the freight on.

Either a bull or a hold-up, and it may be well to call the attention of the Interstate Commerce Commission and get its ruling.—Respectfully yours, H. C. Vollmer, Lstant, Ill.

Ans.: This change in the minimum weights is not a bull, but a deliberate hold up. Effective Aug. 1 the eastern roads in the Official Classification Territory, including the C. I. & S., operating thru Lstant, made the minimum weight for corn 56,000 lbs. Their apparent purpose was to evade the order of the Interstate Commerce Commission that when a shipper ordered a small car he was to be furnished a car of greater capacity, but to pay freight on the basis of the minimum for the car ordered.

The single minimum weight deprives the shipper of his former privilege of loading a small car, and is so unjust that the Transportation Department of the Chicago Board of Trade contemplates accumulating a number of claims of shippers who have paid the overcharge on small cars, and presenting claims for reparation before the Interstate Commerce Commission.

WHOSE WEIGHTS GOVERN?

Grain Dealers Journal: After a farmer had delivered 20 loads of corn on contract he stated our weights did not hold out with his weights, taken several miles from town.

We then took half a dozen of his loads and had them weighed on two other new scales, and weights were even with ours to the pound. As he was still dissatisfied we told him to come to our office and weigh the loads. Altho we told him when he was half done hauling and still complaining that he should quit hauling, if he was not satisfied, he delivered all the corn and has brought suit for the difference.

Whose weights should govern in a case like this?—Camper & Co.

Ans.: Cases of this sort are questions of fact to be determined not by law but by evidence, and the evidence is always different in different cases. After listening to both sides the jury will decide in favor of the party having the preponderance of evidence.

Tests of the scale made by official or other sealers; record of grain loaded into the house over the scales in question compared with weights loaded out and shown at destinations; the weights compared with the other two scales, and all other evidence would be considered by the court.

If you have not had your scales inspected recently and resealed, we believe it would be to your advantage to do so and employ the best inspector you can hire. Then have him give you a written report on the condition of the scales and have others witness his signature to it, that you may use it in evidence.

After farmer complained, you should immediately have had your scales inspected, and then had the weighing of each load of his grain witnessed, so that you could prove not only that your scales were weighing correctly, but that the farmer was given credit for the full amount of grain delivered over the scale.

Even tho the farmer's scales were correct they would not prove the dealer's scales

light, because the farmer might lose part of his load on the road.

The farmer damaged his case when he continued hauling after "learning" that the weights did not correspond. It became his duty there and then to have an impartial test made both of his own and the dealer's scales, or to quit hauling, the dealer granting him that privilege.

The burden is on the farmer to prove that your scales are incorrect, and also that his scales are correct. Failing in this, he is liable to you for damages to your business from the circulation of false reports regarding your weighing facilities.

LIABILITY OF CARRIER FOR PERMITTING INSPECTION?

Grain Dealers Journal: Several months ago I noticed in the Journal a paragraph giving a decision of the supreme court, holding that allowing inspection of a shipment when it did not damage the contents of the car did not lay the railroad liable for any damages.—D. D. Marley, McKinney, Tex.

Ans: When no loss results from inspection the carrier can not be held or made to pay anything. When loss or damage does result, to the contents of the car, after an unauthorized inspection the railroad company is liable, but action in the first place should lie against the buyer for breach of contract, if buyer refuses shipment after unauthorized inspection. Court decisions on right to inspect follow:

No right to inspect.—On the sale of a carload of apples a portion of the price to be paid on sight draft attached with the B/L, the buyer is not entitled to inspection of the apples before accepting them, as he would be under an ordinary executory contract for the sale of goods for cash on delivery; the agreement as to the manner of payment being a waiver of such right.—Plumb v. J. W. Hallauer & Sons Co. Supreme Court of New York. 130 N. Y. Supp. 147.

Liability for Unauthorized Inspection.—The initial carrier transporting apples from one state to another issued the uniform B/L, providing that no inspection should be allowed unless permission was indorsed, that was approved by the Interstate Commerce Commission in accordance with the Carmack Amendment of June 29, 1906, to the Hepburn Act, providing that the initial interstate carrier should be liable for all injuries by the connecting carrier. The connecting carrier allowed an unauthorized inspection of the goods, which were not injured by the inspection, though the consignee refused to accept them in accordance with its oral contract of purchase. Held that the initial carrier was not liable for conversion, there being no damage to the goods.—Ernest v. Del., L. & W. R. R. Supreme Court of New York. 134 N. Y. S. 324.

A stalk of corn in Johnson County, Kansas, bore nine ears enveloped in one husk. The single stalk and its freak yield grew alone, without intentional planting on the farm of M. M. Sweetman, four miles west of Martin City.

Reports from Nebraska state that over 500 horses have died in that state recently of the same epizootic that has several counties in Kansas in its grip. According to the state veterinarian, the horse afflicted with the disease appears to be normal in every way except that it apparently loses its reason within six hours after showing signs of being affected, and is dead within 48 hours. The epizootic in Kansas still continues and there appears to be no relief in sight. The disease is now ravaging 10 counties in that state. In many districts, farm work is suspended. Steps have been taken to quarantine the infected districts, as many farmers were found to be taking their horses away into uninfected districts. The Bureau of Plant Industry, U. S. Dep't of Agriculture, attributes the cause of the disease to the eating of unsound or mouldy forage or feed, or to the drinking of water from wells or pools containing surface water, drained thru decomposed and mouldy vegetation.

LAST CALL FOR G. D. N. A. MEETING.

All preparations have been completed for the sixteenth annual convention of the Grain Dealers National Ass'n, at Norfolk, Va., Oct. 1, 2 and 3. The finishing touches have been put on the business program, the entertainment program has been arranged, the railroads have their parties pretty well rounded up, the reservations made, and everything is in shape for the beginning of the journey to the Virginia city.

This year's convention promises to eclipse all other annual meetings in the number of ladies who will attend. The ladies auxiliary in connection with the Ass'n is going to take a hand in the entertainment of the women who are to accompany the delegates. It will work with the Norfolk entertainment committee and establish a bureau of information so that the local committee can see that every woman visitor is well taken care of.

The convention bureau of Norfolk has given the grain men of that city \$5,000 for entertainment purposes, and every cent of this money will be spent on the grain men who attend the big meeting.

Business Program.

TUESDAY, OCTOBER 1.

Morning Session—9:30 O'Clock.

Call to order by President E. M. Wayne. Delavan, Ill.

Invocation—Sparks W. Melton, D. D., pastor of the Freemason Street Baptist Church, Norfolk, Va.

Address of Welcome on behalf of the Norfolk Board of Trade—Harry K. Walcott, president.

Address of Welcome on behalf of the City of Norfolk—W. R. Mayo, mayor of Norfolk.

Welcome to the Old Dominion—William Hodges Mann, governor of Virginia.

Response on behalf of the Grain Trade—Lee G. Metcalf, president of the Illinois Grain Dealers Ass'n, Illinois, Ill.

President's Annual Address—E. M. Wayne.

Secretary-Treasurer's Report—John F. Courcier, Toledo, Ohio.

Appointment of committees.

TUESDAY, OCTOBER 1.

Afternoon Session—2 O'Clock.

Executive Committee—J. W. McCord, chairman, Columbus, Ohio.

Finance—John J. Stream, chairman, Chicago, Ill.

Membership—Edward Beatty, chairman, New York, N. Y.

Reasons Why the Farmer Should Be Opposed to Anti-Future Legislation—John G. McHugh, secretary Chamber of Commerce, Minneapolis, Minn.

Bill of Lading—Charles England, chairman, Baltimore, Md.

Better Grain and More of It—A. P. Sandles, secretary Ohio State Department of Agriculture, Columbus, O.

WEDNESDAY, OCTOBER 2.

Morning Session—9 O'Clock.

Crop Reports—B. A. Lockwood, chairman, Des Moines, Ia.

Legislation—A. E. Reynolds, chairman, Crawfordsville, Ind.

Arbitration—Adolph Gerstenberg, chairman, Chicago, Ill.

Trade Rules—F. O. Paddock, chairman, Toledo, Ohio.

Railroad Building, Service and Revenues—L. E. Johnson, president of the Norfolk & Western Railway, Roanoke, Va.

WEDNESDAY, OCTOBER 2.

Afternoon Session—1:30 O'Clock.

Uniform Grades—John M. Dennis, chairman, Baltimore, Md.

Grain Standardization—Dr. J. W. T. Duvel, Crop Technologist in charge of Grain Standardization, Washington, D. C.

The Acidity Test—E. J. Watson, Commission of Agriculture for the State of South Carolina, Columbia, S. C.

Standard Samples—E. H. Culver, president, Chief Inspectors National Ass'n, Toledo, O.

THURSDAY, OCTOBER 3.

Morning Session—9 O'Clock.

Natural Shrinkage—L. A. Morey, chairman, New York, N. Y.

Hay and Grain Joint Committee—P. E. Gooderich, chairman, Winchester, Ind.

Demurrage—Geo. D. Montelius, chairman, Piper City, Ill.

Telephone and Telegraph—Harry W. Kress, chairman, Piqua, Ohio.

Unfinished business.

Election and installation of officers.

New business.

Adjournment.

THURSDAY, OCTOBER 3.

Afternoon Session.

Subject to change by the convention itself, the morning session will be continued to conclude the business program.

Entertainment Program.

Tuesday, Oct. 1—Noon.

Auto trip for ladies around the city, Jamestown Exposition Grounds, to Country Club for luncheon, thence to Christ Episcopal Church for vocal and instrumental recital.

Tuesday, Oct. 1—Night.

Theater party for all at the new Colonial theater.

Wednesday, Oct. 2.

Oyster roast, Cape Henry, Va. Cars should leave at 1 p. m., and the last car at 2 p. m., City Hall Avenue in front of Monticello hotel, arriving at Cape Henry at 3 o'clock. After the oyster roast there will be dancing at the New Virginia Beach Casino. Party will return to Norfolk about 11 p. m. This trip is for all.

Thursday, Oct. 3—Noon.

Boat ride for all around the harbor. Luncheon on board.

Hotel Rates.

Last year much dissatisfaction was expressed over the exorbitant rates charged by the hotels at Omaha. This year the hostleries have announced their rates, so that there can be no repetition of the occurrences of 1911. The rates at the Norfolk hotels follow:

Colonial—(European) \$1, \$1.50 and \$2. (American) \$2, \$2.50 and \$3.

Princess—\$1 single room \$2 double room. No rooms with private bath. Public bath on each floor.

Lynnhaven—Two in a room, \$2.50 per day per room without bath. With bath, \$3 per day per room.

Lorraine—Room without bath, one person, from \$2 up; room without bath, two persons, from \$3 up; room without bath, three persons, \$4 up; room without bath, four persons, \$5 up; room with bath, one person, from \$3 up; room with bath, two persons, \$5 up; room with bath, three persons, \$6 up; room with bath, four persons, \$7 up.

Atlantic Hotel—Without bath, \$1 and \$1.50 per day when occupied by one person, and \$1.50 and \$2 for two persons; with bath, \$1.50 and \$2; double rooms with bath, \$2.50, \$3 and \$5 per day.

Hotel Fairfax—Single room without bath, \$1 per day and up; double room without bath, \$2 and up; single room with bath, \$1.50 and up; double room with bath, \$3 and up.

Hotel Neddo—Single room without bath, \$1 per day; single room with two persons, \$1 each; single room with three persons, 75 cents each; room with bath, \$1.50 per day; room with bath (two persons), \$2 per day.

Hotel Monticello—Minimum rate, \$1.50 per day for room without bath for one person, or \$2.50 for two people occupying one room; with bath, \$2.50 single, \$4 double and up.

Victoria Hotel—Room without bath, \$1 per person; with bath, \$1.50 and \$2 per person.

The Monticello has been chosen as the headquarters for the convention.

The entertainment of the ladies attending the 16th annual convention of the Grain Dealers National Ass'n at Norfolk, Va., will be looked after by Mrs. J. W. McCord, president, and Mrs. W. E. Shelden, secretary of the Ladies Auxiliary of the National Ass'n.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Dafoe, Sask., Sept. 7.—Very little grain cut on account of heavy rains; very little will be threshed for at least two weeks; prospects bright.—W. F. Werner, agt. National Elvtr. Co.

ILLINOIS.

Bolton, Ill., Sept. 19.—Oats damaged by rain; 75 to 89 bus.; fine quality. Corn will be good; some damage by grub; not much rye or wheat; barley good quality.—C. E. Kyle, mgr. Edwin Burt.

Urbana, Ill., Sept. 14.—State will harvest largest crop of corn in its history; 85% now in normal condition; 10% possibly a week late; indications of good quality; fear of damage by frost only apprehended by the nearasthenic.—S. W. Strong, sec'y Illinois Grain Dealers Ass'n.

INDIANA.

Valparaiso, Ind., Sept. 20.—Fairly good corn yield promised; farmers have let oats go at 28c on this account. Bot new corn today for December delivery at 40c.—J. G. Bauer, mgr. and treas. Nickel Grain Co.

New Castle, Ind., Sept. 12.—Heavy crop of corn; very light crop of wheat will be put in on account of so much corn being down. It is customary here to sow wheat in standing corn and when corn is down and tangled, no wheat can be sown. The custom is exceedingly wasteful and expensive and it would be to the farmers advantage to cut up their corn and prepare the ground for wheat.—Martin & Martin.

IOWA.

Hanlontown, Ia., Sept. 19.—Crops best in years; corn will make big crop.—Ag't. Independent Grain & Lbr. Co.

Orchard, Ia., Sept. 12.—Crops good; oats 50 to 75 bus.; barley 45 bus.; will have biggest corn crop we ever had.—H. G. Horgen.

Gowrie, Ia., Sept. 19.—Showery backward weather; very little grain moving; muddy roads delaying threshing.—P. J. Harvey.

Ferndale, Ia., Sept. 23.—Oats yielded well. Only fair movement on account of low prices. Farmers holding for advance. Corn is a good crop. About 50 per cent out of danger of frost.—G. D. French, ag't. B. A. Lockwood Grain Co.

Des Moines, Ia., Sept. 21.—Iowa has best corn crop in 20 years, 75% out of the way, balance in ten days. Even stand, on account of few spring rains. More winter wheat and of better quality than ever before.—Ed. Hasenwinkle, J. Rosenbaum Grain Co.

KANSAS.

McPherson, Kan., Sept. 10.—Oats coming in fine. Plenty of moisture; corn and kafir doing fine; will make fair crop.—F. P. Hawthorne.

Russell, Kan., Sept. 21.—Weather fine for fall plowing and drilling; acreage will be 15 to 20% less on account of farmers losing so many horses.—Paul D. Miller.

Columbus, Kan., Sept. 18.—Corn crop not very good; wheat fair; dry weather delaying plowing; wheat acreage will only be ¾ of last year's acreage.—Stauffer, Cammack & Co.

MICHIGAN.

Mendon, Mich., Sept. 21.—Wheat poor; corn, oats and potatoes largest in years.—O. B. Burnett.

MINNESOTA.

Moorehead, Minn., Sept. 9.—Wheat grading No. 2 northern; yielding 15 to 20 bus.—D. D. Simmons, mgr. N. J. Olsen Co.

Moorehead, Minn., Sept. 9.—Oats grading No. 3; yield 40 bus.; flax poor; rye yielding 20 bus., good quality. Wheat yielding 15 bus., grading No. 2.—T. Fitzgerald, mgr. Moorehead Farmers Elvtr. Co.

MONTANA.

Sidney, Mont., Sept. 20.—Crops good quality; weather dry and warm. Wheat yielding 30 to 40 bus.; barley 50 to 60; oats up to 90; 50% of the crop threshed.—D. H. Fulton.

NEBRASKA.

Hallam, Neb., Sept. 19.—Wheat threshing about completed; 20 bus. average yield. Oats light; quality good. Corn promising.—J. G. Schwartz, ag't. Wright Leet Grain Co.

NORTH DAKOTA.

Tower City, N. D., Sept. 16.—Flax good, but small acreage.—Dan Nelson, ag't. Acme Grain Co.

Glen Ullin, N. D., Aug. 31.—Crops looking fine; wheat 30 to 35 bus.; no flax threshed yet.—F. W. Helder.

Valley City, N. D., Sept. 17.—Wheat yielding 15 to 30 bus.; grading No. 1.—John Laird, ag't. Occident Elvtr. Co.

Devils Lake, N. D., Sept. 23.—Very little threshing has been done here owing to the wet weather.—T. J. Gagan.

Sutton, R. F. D. Binford, N. D., Sept. 11.—Wheat running good; all grading No. 1.—E. A. Harseim, ag't. Amenia Elvtr. Co.

Harwood, N. D., Sept. 14.—Rye good; yield 18 to 25 bus., oats 45 bus., fine quality.—R. C. Tenney, ag't. Duluth Elvtr. Co.

Dazey, N. D., Sept. 20.—Wheat yield 18 bus.; good quality before rain.—James R. Smyth, mgr. Dazey Farmers Elvtr. Co.

Wheatland, N. D., Sept. 16.—Rye 15 bus.; good quality. Flax good, but small acreage.—O. L. Cooter, ag't. Monarch Elvtr. Co.

Gwyther, N. D., Sept. 19.—Grain moving very slowly; farmers holding for higher prices.—A. W. Berken, ag't. Occident Elvtr. Co.

Mayville, N. D., Sept. 10.—Rye exceptionally good; yield 22 bus. Flax not moving yet.—A. Ask, ag't. Great Western Grain Co.

Eckelson, N. D., Sept. 18.—Wheat yielding 18 bus.; good quality. Oats 50 bus.; large acreage.—Ed. Wurst, ag't. Cargill Elvtr. Co.

Walum, No. Dak., Sept. 21.—Oats yield 50 bus.; good quality. Rye about 20 bus.; good quality.—C. A. Nelson, ag't. No. Dakota Grain Co.

Rogers, N. D., Sept. 20.—Corn needs about 10 days of seasonable weather before fully matured.—Byron Sweet, ag't. Acme Grain Co.

Oriska, N. D., Sept. 17.—Wheat yielding 18 bus.; good quality; grading No. 1; some tough and sprouted.—E. B. Nelson ag't. Acme Grain Co.

Harwood, N. D., Sept. 14.—Wheat yielding 18 bus.; grading No. 1 northern; fair quality.—C. O. Larson, mgr. Harwood Farmers Elvtr. Co.

Emerado, N. D., Sept. 12.—Wheat 18 bus.; grading No. 1. Barley fair; yielding 30 bus.—J. G. Markell, ag't. St. Anthony & Dakota Elvtr. Co.

Hillsboro, N. D., Sept. 12.—Wheat grading No. 1 northern; average yield 20 bus. Oats 35 bus., good quality. Rye 22 bus.; fine quality.—H. Argall, mgr. Equity Elvtr. & Trading Co.

Larimore, N. D., Sept. 11.—Rye fine; yield 25 bus. Flax has not commenced to move; will be a good crop.—C. Nelson, ag't. Northwestern Elvtr. Co.

Guelph, N. D., Sept. 7.—Threshing in full swing; weather good and lots of grain being brot here.—H. A. Anderson, ag't. Northwestern Elvtr. Co.

Hillsboro, N. D., Sept. 12.—Oats good; average yield 50 bus. Flax not threshed yet; small acreage.—I. N. Loitwood, ag't. Northwestern Elvtr. Co.

Grandin, N. D., Sept. 13.—Wheat yielding 20 bus.; grading No. 1 and No. 2 northern. Oats about 50 bus.—J. Ferguson, ag't. Northwestern Elvtr. Co.

Glenburn, N. D., Sept. 2.—Splendid crops; wheat best in years; everything looks good.—E. O. Nelson, ag't. St. Anthony & Dakota Elvtr. Co.

Rogers, N. D., Sept. 20.—Rye 15 bus.; mixed with wild oats; grading No. 2 and No. 3. Flax not threshed yet.—Hugh Roberts, ag't. Royal Elvtr. Co.

Hatton, N. D., Sept. 11.—Wheat an average, 18 bus.; good quality. Oats fully 30 bus.; very little threshing as yet.—I. K. Hegge, ag't. Hatton Grain Co.

Casselton, N. D., Sept. 16.—Wheat yielding 10 to 30 bus.; fairly good quality. Rye 22 bus.; fine quality. Corn backward.—Peter Haehn, per J. D. Cooney.

Wheatland, No. Dak., Sept. 16.—Wheat yielding 12 to 14 bus.; grading No. 2 mostly. Barley 20 bus.; rye 10 bus.—J. C. Beith, ag't. Great Western Grain Co.

Dazey, N. D., Sept. 20.—Rye full of wild oats; yield 12 bus. Oats 50 bus.; none for market this year on account of low price.—Geo. Walker, ag't. Cargill Elvtr. Co.

Mayville, N. D., Sept. 10.—Wheat yielding 20 bus.; grading mostly No. 1 northern. Oats 35 bus.; good quality.—Chris. Wold, mgr. Mayville Farmers Elvtr. Co.

Emerado, N. D., Sept. 12.—Oats yield fully 40 bus.; good weight. Rye 22 bus.; quality fine. No flax threshed yet.—Jos. Hanley, buyer Emerado Farmers Elvtr. Co.

Glen Ullin, N. D., Sept. 19.—Almost all wheat grading No. 1; flax damaged by late rain; threshing half done; ground in fine condition for plowing.—F. M. Helder.

Sanborn, N. D., Sept. 18.—Wheat 17 bus.; grading No. 1; recent rains have damaged it some. Oats 60 bus.; barley 35 bus.—C. B. Christianson, ag't. N. J. Olsen & Sons.

Cooperstown, N. D., Sept. 20.—Spring wheat 18 bus.; durum 20 bus.; barey 35 bus.; oats 60 bus.; flax about 11 bus., quality best in 14 years.—O. W. Pagel, mgr. Farmers Elvtr. Co.

Tower City, N. D., Sept. 16.—Wheat yielding 18 bus.; grading mostly No. 2. Oats good, but discolored from rain; yield 40 bus. Rains have done considerable damage to all grains; farmers selling freely.—G. W. Kelly, mgr. Tower City Farmers Elvtr. Co.



The Minneapolis Journal Seems to Think King Corn Reached the Home Plate in Safety.

Jamestown, N. D., Sept. 19.—Flax has not been threshed; needs ten days warm weather to ripen thoroly.—Geo. Game, prop. Farmers Elvtr.

Arthur, N. D., Sept. 10.—Yield of wheat 20 bus.; grading mostly No. 1 northern. Oats 45 bus.—G. B. Bergman, agt. Northwestern Elvtr. Co.

Hunter, N. D., Sept. 10.—Wheat yielding 30 bus.; grading mostly No. 2 northern; oats, 40 bus., good quality; rye, 25 bus., fine quality.—C. A. Tubbs, agt., Cargill Elvtr. Co.

Larimore, N. D., Sept. 11.—Wheat lighter than last year; yielding 15 bus.; good quality. Oats excellent; average about 60 bus.—J. M. Freeman, agt. Imperial Elvtr. Co.

Dwight, N. D., Sept. 7.—Rye will average about 20 bus.; good quality. Flaxseed has not commenced to move; will average about 15 bus.—A. M. Olson, Agt. Duluth Elvtr. Co.

Sanborn, N. D., Sept. 17.—Raining again; threshing all over state delayed by rain; wheat will all be no grade if it continues; considerable tough wheat reported.—L. A. K.

Reeder, N. D., Aug. 24.—Threshing commenced; crops fine; splendid quality; corn very good and hay in abundance.—J. S. Hjort, secy.-treas. Farmers Co-op. Grain & Sply. Co.

Blanchard, N. D., Sept. 10.—Wheat yielding 15 bus.; good quality. Oats 40 bus.; good quality. Barley 32 bus.; rye 25 bus.; good quality.—J. B. Coyle, agt. Northwestern Elvtr. Co.

Hunter, N. D., Sept. 10.—Wheat yielding 14 bus.; grading No. 1 and No. 2. Oats not threshed yet; reports indicate big yield; rye 22 bus.—H. Lunburg, mgr. Farmers Elvtr. Co.

Gardner, N. D., Sept. 13.—Small grain all good; movement slow the past few days on account of rains. Farmers storing considerable.—E. W. Scott, mgr. Winter-Truesdale, Ames Co.

Hannaford, N. D., Sept. 21.—Wheat yielding 18 and 20 bus.; grading No. 1 mostly before the rains; probably grade No. 2 and No. 3 from now on.—N. K. Markuson, agt. N. J. Olsen & Sons.

Hillsboro, N. D., Sept. 12.—Wheat from 18 to 25 bus.; grading mostly No. 2 and No. 3 northern; not very much moving now on account of bad roads.—T. E. Larson, agt. St. Anthony & Dakota Elvtr. Co.

Walum, N. Dak., Sept. 21.—Durum 25 to 30 bus.; spring wheat 20 to 25 bus.; grading No. 1 before rains. No oats threshed to date; estimated yield 50 to 60 bus.—F. F. Butler, mgr. Farmers Elvtr. & Merc. Co.

Deisem, N. D., Aug. 31.—Grain all cut, except flax; threshing beginning; big yields, all a No. 1; next question, can it be moved without car shortage troubles?—R. W. Schoeneman, mgr. Farmers Elvtr. Co.

Valley City, N. D., Sept. 17.—Wheat yielding 18 to 20 bus.; good quality. Oats 40 to 50 bus. Rye and flax acreage small; none has come to market as yet.—J. H. S. Thomson, mgr. Farmers Co-operative Elvtr. Co.

Rogers, N. D., Sept. 20.—Wheat 18 bus.; has been grading No. 1; after rain most of it will grade No. 2 and No. 3 northern. Oats yield 45 to 50 bus.; none for market.—O. G. Lund, mgr. Farmers Elvtr. & Merc. Co.

Gardner, N. D., Sept. 13.—Wheat 20 bus.; grading No. 1 and No. 2 northern; considerable tough and wet. Rye just fair; about 20 bus. Oats good; 50 bus. per acre; none for market.—A. W. Reynolds, agt. Interstate Grain Co.

Harmon, N. D., Sept. 11.—C. G. Marquart threshed an oats crop that will rival any in the state, yielding 75 bus. per acre. Harmon has two elvtrs. and both will be needed to handle the immense crop grown here.—Agt. Occident Elvtr. Co.

Jamestown, N. D., Sept. 19.—Wheat yielding 20 to 30 bus.; grading mostly No. 1 and No. 2 northern. Oats crop large; yield 40 to 70 bus.; good quality. Not many oats going to market on account of low price.—P. Nauze, agt. Occident Elvtr. Co.

OHIO.

Mechanicsburg, O., Sept. 19.—Our section has marketed the biggest crop of oats in years. The quality was excellent and the yield large. About one-half of our corn is out of the way of frost but the balance is ripening very fast.—Chas. B. Wing.

OKLAHOMA.

Manitou, Okla., Sept. 20.—Our wheat and oats have already been marketed.—C. F. Barnes.

Sentinel, Okla., Sept. 20.—Large crop maize, kafir and corn. Last year we had to buy grain for feed, but this year every farmer will have 1,000 bus. or more to sell.—A. T. Jones, agt., Wilbur Miltenberger.

SOUTH DAKOTA.

Wolsey, S. D., Sept. 14.—Late frost will mean good corn crop.—Forest Hammett.

Chelsea, S. D., Sept. 12.—Wheat yielding 3 to 10 bus.; barley 8 to 10; oats 5 to 10.—John Widerhoff.

Pierre, S. D.—Small grain does not amount to much; will be fed; very little if any to ship.—J. H. Starkey, agt. G. W. Van Dusen & Co.

Huffton, S. D., Sept. 11.—Threshing almost complete; wheat 15 to 35 bus.; barley 10 to 25; oats 20 to 50; very little flax; 80% of grain marketed.—Elmer Heitman, agt. Cargill Elvtr. Co.

Barley Crop Reports.

Mayville, N. D.—Barley yielding 40 bus. Quality fair.—A. Ask, agt. Great Western Grain Co.

Oriska, N. D., Sept. 16.—Barley acreage large. Will grade feed.—E. B. Nelson, agt. Acme Grain Co.

Gardner, N. D., Sept. 10.—Barley fair quality, yielding 30 bus.—A. W. Reynolds, agt. Interstate Grain Co.

Jamestown, N. D., Sept. 19.—Barley yield 30 to 40 bus., grading feed.—Geo. Game, prop. Farmers Elvtr.

Wheatland, N. D., Sept. 16.—Barley yielding 25 bus. Grading feed.—O. L. Cooter, agt. Monarch Elvtr. Co.

Casselton, N. D., Sept. 16.—Barley acreage large. Will yield 30 bus. Poor quality.—Peter Haehn, per J. D. Cooney.

Hatton, N. D., Sept. 10.—Barley yielding 35 to 50 bus., grading feed for most part.—I. K. Hegge, agt. Hatton Grain Co.

Harwood, N. D., Sept. 14.—Barley yielding 35 to 40 bus., quality fair.—C. O. Larson, mgr. Harwood Farmers Elvtr. Co.

Grandin, N. D., Sept. 13.—Barley yielding 30 to 40 bus., stained from rain.—J. Ferguson, agt. Northwestern Elvtr. Co.

Walum, N. D., Sept. 21.—Barley will yield 25 to 35 bus., quality medium.—F. F. Butler, mgr. Farmers Elvtr. & Merc. Co.

Dazey, N. D., Sept. 20.—Barley will yield 30 bus., stained from rains.—James R. Smyth, mgr. Dazey Farmers Elvtr. Co.

Eckelson, N. D., Sept. 18.—Barley yield about 35 bus.; fair quality, the stained from rains.—Ed. Wurst, agt. Cargill Elvtr. Co.

Hannaford, N. D., Sept. 21.—Barley yielding 30 to 40 bus., stained from rains.—N. K. Markuson, agt. N. J. Olsen & Sons.

Valley City, N. D., Sept. 17.—Barley good quality the colored from rains. Yield 30 bus.—John Laird, agt. Occident Elvtr. Co.

Moorehead, Minn., Sept. 9.—Barley crop large, yielding 50 bus. Quality fair, the stained from rains.—D. D. Simmons, mgr. N. J. Olsen Co.

Larimore, N. D., Sept. 11.—Early barley fair. Late barley fine, much of latter yielding 50 bus.—J. M. Freeman, agt. Imperial Elvtr. Co.

Hillsboro, N. D., Sept. 12.—Barley yielding 35 to 40 bus. Not very good quality, all colored from rains.—T. E. Larson, agt. St. Anthony & Dakota Elvtr. Co.

Tower City, N. D., Sept. 17.—Barley yielding 30 bus. Pretty good weight. Is a little off color and mixed with wild oats.—Dan Nelson, agt. Acme Grain Co.

Hunter, N. D., Sept. 10.—Barley more or less stained on account of frequent rains. Will test 35 to 45 lbs. Yield, 15 to 20 bus.—C. A. Tubbs, agt. Cargill Elvtr. Co.

Arthur, N. D., Sept. 10.—Barley acreage large. Will yield 30 bus., grading feed. Stained considerably from rains.—G. B. Bergman, agt. Northwestern Elvtr. Co.

Rogers, N. D., Sept. 20.—Barley will yield 30 to 40 bus., all grading feed. Not much grain moving on account of bad roads.—Byron Sweet, agt. Acme Grain Co.

Red Wing, Minn., Sept. 18.—Barley in this vicinity is of malting grade. Increase of 10% in acreage. Yield about 22 bus. to acre. Farmers holding for better prices.—Red Wing Malting Co.

Mitchell, S. D., Sept. 19.—Barley not very good. Grades low malting or feed. Little sown in this territory. Will yield about 25 bus. to acre. Had little last year and less this year.—A. H. Betts.

McGregor, Ia., Sept. 19.—Barley more or less stained. No so much good malting barley. Unless price advances, much will

be fed. Acreage same as last year. Farmers holding for better prices.—Gilchrist & Co.

Condition of Buckwheat Crop.

The Dep't of Agriculture reports the condition of buckwheat Sept. 1, 1912, and Sept. 1, 1911, to have been as follows:

Maine, 1912, 88; 1911, 93.
New Hampshire, 1912, 92; 1911, 93.
Vermont, 1912, 95; 1911, 93.
Massachusetts, 1912, 90; 1911, 89.
New York, 1912, 90; 1911, 82.
New Jersey, 1912, 80; 1911, 81.
Pennsylvania, 1912, 95; 1911, 87.
Delaware, 1912, 88; 1911, 85.
Maryland, 1912, 90; 1911, 84.
Virginia, 1912, 83; 1911, 75.
West Virginia, 1912, 89; 1911, 75.
North Carolina, 1912, 86; 1911, 72.
Ohio, 1912, 96; 1911, 83.
Indiana, 1912, 88; 1911, 80.
Illinois, 1912, 85; 1911, 70.
Michigan, 1912, 90; 1911, 75.
Wisconsin, 1912, 89; 1911, 89.
Minnesota, 1912, 91; 1911, 84.
Iowa, 1912, 90; 1911, 75.
Missouri, 1912, 85; 1911, 75.
Kansas, 1912, 91; 1911, 65.
Tennessee, 1912, 94; 1911, 79.

The condition in the entire United States Sept. 1, 1912, and Sept. 1, 1911, was placed at 91.6 and 83.8 respectively.

Buckwheat Crop Reports.

Kitzmillier, Md., Sept. 20.—Buckwheat acreage same as last year. Yield not so good. Quality better than year ago. No surplus to ship. Probably ship in.—Rafter Mill Co.

Wilkes-Barre, Pa., Sept. 20.—Acreage of buckwheat compared with last year 100. Probable yield per acre 110 of last year. Quality 100. Will have a surplus and commence shipping Oct. 1.—Miner-Hillard Mig. Co.

Bloomsburg, Pa., Sept. 20.—Acreage of buckwheat this year 50 per cent. Probable yield per acre, 150 per cent of last year. Quality of grain much better. Ground too dry to plow at seeding time.—White Mig. Co.

Plainwell, Mich., Sept. 18.—Buckwheat of good quality now. Much depends on weather during harvest. Acreage a slight increase. Yield will be much better than year ago. Having too much rain at present. Will be no surplus.—Pioneer Co.

Benton, Pa., Sept. 20.—Buckwheat acreage about one-half of last year. Yield per acre larger. Quality fair if weather clears but bad if rain continues. Crop will be short of last year and prices higher.—Benton Roller Mills, John J. Mather, pres.

Constantine, Mich., Sept. 19.—Buckwheat acreage is an increase of four times last year. Yield per acre 25% more. The quality of the grain is about the same as last year—first class. This territory will have a surplus of buckwheat.—Constantine Milling Co.

Tekonsha, Mich., Sept. 18.—Buckwheat acreage in this vicinity is 100% compared with last year. Yield per acre will be same as last year. Quality of crop depends on weather. Threshing is now in progress and we are having too much rain. Will have no surplus and will have to ship in.—A. H. Randall Mill Co.

Eaton, N. Y., Sept. 20.—Buckwheat acreage 80 per cent of last year. Probable yield per acre better than year ago. The quality of the grain is superior to that of 1911. Will have no surplus and may have to ship in. Frost is holding off well, but rain hinders gathering crop ready for harvest.—Eaton Roller Mills, A. H. Dresser, prop.

Janesville, Wis., Sept. 19.—Weather conditions ever since the new crop went into the ground have been favorable to new crop of buckwheat. Has matured with no damage. Acreage slightly larger than usual and yield will be heavy. With normal weather during harvest, crop will be record breaker for milling grain.—The Blodgett Milling Co.

Burdett, N. Y., Sept. 21.—Buckwheat acreage 80% compared with last year. Yield per acre 125%. Quality bids fair to be much better than last year, only a hard frost within a few days being able to impair the present growing crop. Will ship out considerable buckwheat. Outlook for the crop best since 1908 when we had largest yield ever known here. Weather since July 1 has been very favorable but excessive rains recently have retarded harvesting. Not much of grain is cut but large amount will be cut last week of September if rains do not prevent.—Willow Grove Flouring Mill.

HOW SI OATMAN SAVED HIS Baby.

BY F. A. HARDING.

The whir of the machinery in Oatman's elevator was still. But the noise of its clamor was more than made up for in wild whoops, as the Jenkins boys chased each other all over the plant. Susie Oatman couldn't join in the frolic because she had to watch the baby. "Baby" was a very bothersome addition to the family, in the opinion of Susie.

Susie's arms ached as she trudged in a futile attempt to follow the rest of the children with the youngster in her arms. "Baby," four months old, and as yet unnamed, was a heavy burden to eight-year-old Susie.

A louder whoop, however, made Susie look up thru a hole in the roof above her. A grinning face returned her gaze. "Wait," she shrieked. She looked for a safe place to put "baby." A huge bin, filled with wheat suggested possibilities. Quickly, she laid her precious load on the soft and yielding grain. A desolate wail followed her as she ran up the ladder to the cupola roof, but she refused to heed the cry.

The next hour was filled with breathless fun. How the three of them raced over the cupola and down into the basement playing Indian. Susie took the part of the heroic white settler's wife, who is just saved from a horrible death by her more heroic husband, Johnnie Jenkins.

Then they played railroad with the big box car set beside the elevator, ready to be loaded the next morning. Hide and seek and follow the leader were the most fun, however.

Johnnie Jenkins and Susie had just sat down, breathless with joy to snatch a minute's rest, when the two heard the clack-clack of the gasoline engine far below them. Almost simultaneously the ropes commenced running smoothly over a huge wheel, just over their heads.

The next moment they heard Edmund's excited voice, "Jigger, here comes your father and I can't close this grain spout."

The boy had a mechanical bent, and, unable to resist the temptation to "see if he couldn't make the machinery go," had made the attempt and entirely succeeded. He knew better, however, than to let Susie's father catch him there. Not that the grain dealer objected to the children playing in the elevator—that wasn't it at all. But machinery is dangerous, reasoned the old man and he didn't want anybody "monkeyin'" with it at all. Moreover, he had forbidden the children playing in the elevator when the machinery was running.

The two children jumped to their feet as they heard Edmund call. Both were a little frightened. And then Susie heard a choking wail. It was "baby." Quickly she raced to the bin sobbing hysterically. Her father, familiar with every turn of the house, quickly sought her and in the semi-darkness he peered anxiously, trying to locate the baby.

"Father! baby!" she gasped and pointed to the huge bin in which the grain was sinking. The man leaped to the opening. In the middle he saw his child's head for an instant. Without pausing he jumped into the bin. His hands groped unsteadily but suddenly Susie saw him raise the babe in his hands. And then—

A tremendous force appeared to grip Oatman's legs and draw him down. His struggles only made him sink faster into that sea of golden grain. He screamed

in his agony and then becoming suddenly calm, asked Susie to catch "baby." A little toss and "baby" lay crowing in little sister's arms.

"Father!" she cried in bewilderment a moment later. But her father had disappeared.

ODDLY BUILT CONCRETE Elevator.

W. J. Roller of Newman, Ill., has the most unique elevator in Illinois and possibly in the world. Mr. Roller is himself unique, in that he is a brother of Doc Roller, the well-known wrestler, and further because he constructed at his own expense a long stretch of macadam road, running out of Newman. A picture of the elevator is reproduced in the engraving.

The elevator which Mr. Roller has transformed was originally an old style cribbed house with one steel leg. On the east side of the old house he has rebuilt the power house, making the power house of fireproof construction. Over the power house Mr. Roller has constructed a reinforced concrete building open all the way up to the height of the elevator cupola, in which the designer expects to install a drier at some future date. The metal stack from the boiler room runs up thru it all.

On the west Mr. Roller has nearly completed the construction of reinforced concrete corn cribs and dumps. It is the intention of Mr. Roller to extend a portion of the west section up to a height of 50 feet and have shipping bins, each with the capacity of one car, into which grain can be weighed ready for immediate loading of cars, following a car shortage.

On the north, away from the elevator, concrete warehouses have been built with walls at each end extending to the elevator, which, when finished, will form to all intents, a concrete wall around the whole property.

Work has been in progress on the Roller plant for about four years.

That the reports of the U. S. Dept. of Agriculture on the barley crop are misleading was the charge made by Dr. C. Prinz of Manitowoc, Wis., to the Master Brewers at their national convention at Cleveland, O., Sept. 17. He asserted that the crop was poor and would not exceed 100,000,000 bus, whereas the government report prophesied a yield of 160,000,000 bus. He said there never was nor probably ever will be so large a yield as the government crop report indicates.

SCOOP-SHOVELING.

BY T. P. RIDDLE.

Scoop-shoveling is grain trade piracy. By country grain elevator operators, scoop-shoveling is feared and hated as sea piracy was feared and hated by ship merchants in sailing days.

Webster defines a traitor as being one who lends aid to the enemy. The scoop-shoveler is the enemy of the regular shipper and it follows that the regular shipper feels that the party who, knowingly, lends aid to a scoop-shoveler is a traitor to the regular shipping trade.

Scoop-shoveling is the term applied to the act of loading grain by shovel direct from the farm's wagon to the car by one not established with regular and permanent shipping facilities at the point of operation.

The nature of the grain business is such that to properly market grain, a property investment, consisting of a building equipped with scales, dumps, elevators, cleaning apparatus, storage bins, etc., is required, involved an expenditure ranging from \$5,000 to \$25,000, in addition to working capital.

The elevator operator must keep open in season and out of season. He must handle the good lot and the bad lot, the large lot and the small lot. This involves a fixed and continuous operating expense.

At times during favorable weather grain is marketed so freely, a man with no other equipment than an 85c scoop-shovel can drop in at a station and handle grain upon a working margin which would prove ruinous to an elevator owner.

Few, if any, of the farmers of a community are informed upon the facts of the business and many thoughtlessly encourage scoop-shoveling. They demand that the elevator operator meet the scoop-shoveler's price. The elevator operator who fails to yield, loses his business; and the elevator operator who yields, loses his money. It spells ruination either way. In the end the farmer and the community suffer.

Further, scoop-shovelers as a class, from the very nature of their position and engagement are transient and irresponsible. They lack facilities for properly preparing grain for market and their shortages and misgrades bring the general shipping trade into disrepute.

The country elevator operator has no protection by law such as is enjoyed by the town or city merchant who is protected by ordinance prohibiting street peddling except under license. He must depend upon the loyalty of the receiving and distributing trade for protection. His only weapon is moral suasion.



Oddly Built Concrete Elevator of W. J. Roller at Newman, Ill.

GRAIN INVESTIGATIONS OF the Bureau of Plant Industry.

[By B. T. Galloway, Chief of the Bureau of Plant Industry, U. S. Department of Agriculture.]

The Bureau of Plant Industry has been engaged in the Standardization and Improvement in Marketing and Handling of Grain for the past ten years, the investigations, experiments and demonstrations now conducted being the direct outcome of the early studies authorized by Congress to determine the causes of deterioration of grain in transit. From the outset we have endeavored to make plain that our work was primarily investigational and intended to bring together in a scientific and practical way data that would be directly useful and helpful to the great and varied interests represented by the grain trade.

The question of federal inspection of grain has come up either directly or indirectly from time to time, but our attitude has been, and will continue to be, that this is a subject that does not necessarily concern the Government at the present time and may never become a vital issue unless the grain trade makes it so by wilful neglect of the safeguards which the business demands. We do not believe there is any likelihood that the safeguards will be neglected; in fact, taking the trade as a whole, it seems to be tending more and more to the adoption of the moving principles of self-protection without government supervision.

Beginning with the grain back on the farm there is still a great deal to do in the matter of securing and maintaining quality. The farmer himself needs a lot of education along this line, but when he gets it and attempts to use it he ought to be protected in his efforts to get a fair share of the profits resulting from his labors.

The present grain trade in this country has been developed to its high state of efficiency through long and painstaking labor and we do not believe it has been the intent of Congress to enact any legislation which will arbitrarily interfere with the legitimate phases of this business. For the last ten or twelve years we have presented the work of the Bureau of Plant Industry before Committees in Congress and during that time various phases of grain handling, including questions connected with federal inspection, have been discussed.

I believe I am safe in saying that the gist of all this discussion has indicated a desire on the part of Congress not to interfere with the legitimate grain trade through inspection or any other way. Congress, however, has indicated a lively interest in the investigational and experimental work having for its object the obtaining of facts which will enable the grain trade in this country so to govern its work as to bring about uniformity in grades and material improvement in the handling of grain. This is especially true of grain used for export purposes. Our export grain trade is of vital consequence to us and every precaution should be taken to maintain the high standards of the business. Unless this is done our interests will suffer and the first to feel it will be the commercial organizations which handle grain at our respective ports.

Storage and Shipping Experiments. In connection with the grain transportation and storage investigations a large number of special storage and shipping experiments with grain differing in quality and grade have been carried on. This work has been done with large quantities of grain differing in quality and grade for the purpose of determining the rate of deterioration, natural shrinkage, etc., as influenced by excessive moisture and other factors which affect the keeping quality of grain when stored in bulk.

Investigations carried on with a view to improving the quality and condition of American export grain, comprise a study of the degree of deterioration during transit, condition of the grain at the time of loading, and the methods of stowage in the holds of steamships as affecting deterioration. A great many experimental shipments of grain, especially corn, have been made from points in the Middle West to export points of shipment in the East. These experimental shipments, especially those from Baltimore to Chicago and return, have covered periods of twenty days and have enabled us to get definite facts with regard to the natural shrinkage under various conditions of moisture. Similar experiments have been carried on in elevators with a view to determining natural shrinkage and deterioration under various conditions of moisture and acidity.

During the export corn shipping season

of 1910-1911 and 1912, nine cargoes of corn were accompanied from ports in this country to ports in Europe for the purpose of determining what kinds of corn can be landed in Europe in a safe condition and to determine the factors which cause corn to get out of condition and become damaged during the ocean voyage. This work has necessitated the direct control of a good many million bushels of corn, but the conclusions have been so definite that we believe we are now ready to fix the standards for corn.

The project of grain handling and grading consists of investigations relating to the handling and grading of grain at primary and secondary markets with a view of improving the quality and condition of commercial grain and of establishing uniform standards for the grading of grain on the basis of its intrinsic value. These investigations include a study of the methods of grading, the mixing of different varieties, classes and grades, and the artificial drying, bleaching, etc., of grain.

In order to get at some of the fundamental factors which determine values and grades it has been found necessary to give special attention to farm methods of harvesting, stacking, cribbing, etc., and to point out the importance of marketing grain in a cleaner and less damaged condition so that it will be justly entitled to a higher grade.

During the past year more than ten thousand samples, representing the quality and condition of grain as harvested and as marketed at country and terminal elevators were collected and determinations made for moisture, mixture with other grains, foreign material, percentage of damage, etc.

A special feature of this work has had to do with investigations and experiments including milling and baking tests of different classes, varieties and commercial grades of wheat, the object of the work being to secure data that may be used as a basis for establishing uniform and definite standards for the grading and inspection of this crop in accordance with its intrinsic value.

Finally, brief mention may be made of a special line of investigation which has been inaugurated and which has for its object the determining of the relative feeding value and manufacturing value of grain which has undergone various degrees of deterioration. This work so far has been confined mainly to corn. The feeding tests inaugurated by direction of Secretary Wilson have for their primary purpose the determining of the relative feeding value of various lots of corn which have undergone different degrees of deterioration, also to determine what degree of deterioration is necessary before corn becomes unfit for feeding purposes. The Secretary has also issued instructions that a definite line of feeding experiments be undertaken with sulphured or purified oats. This work will soon be under way and it is hoped within another year definite results may be secured.

Summarizing we may say—

1. The work of the Bureau has to do with the questions of increasing grain production through improvements in cultural methods; the prevention of diseases; the securing of new and valuable types by breeding and selection; the extension of grains into new sections; the introduction of new grains from foreign countries and the standardization of grades and improvements in marketing and handling the crop.

2. The work of the Bureau so far as relates to grades, markets, etc., is primarily investigational and educational, aiming to make its results of such a nature that the grain trade will accept them as helpful in its legitimate work.

3. The Bureau's policy has been to conduct its work so as to bring about a recognition of the need of uniformity of grades and the ultimate adoption of standards which may be established.

4. The Bureau does not recognize the need for federal inspection of grain so long as the grading, handling and marketing are conducted in a legitimate way.

5. The principal work at this time connected with the standardization of grains has to do with the securing of data which will settle the questions as to the factors governing grades.

6. The investigations have proceeded to the point where the standards for corn may be announced within the next year.

7. The work on other grains will continue, including feeding tests to determine the food value of deteriorated and heated grains.

We can not afford to do without the Grain Dealers Journal.—M. J. Baker, Monroeville, O.

Market Outlook for Kafir Corn.

At this end it looks as tho we would see very low prices for kafir corn this year. No. 3 yellow is selling around 4c under the Chicago December, some of it going as low as 48c for December shipment, this per bu. of 56 lbs.

The ordinary corn of commerce is considered 10% greater in feeding value than kafir corn, and the probability is that kafir will have to seek its level based on those prices, when the crop begins to move in good earnest.

The crop is a big one and we fear that southwestern country buyers will start in at high prices because there is still a little left over demand which is paying away over \$1 per hundred lbs. for quick shipment. Buyers need these to tide them over into the new crop. This accounts for the prices still being paid.

We advise strongly to look out for a very weak market for kafir corn later in the season. Chances are it will sell for 80c per hundred or under in Chicago.—Somers, Jones & Co.

Foreign Crops.

Rome, Italy, Sept. 23. [Cable to U. S. Dept. of Agriculture.] The International Institute of Agriculture reports:

Wheat.—The preliminary estimate of production in France is 335,974,000 bus.; Roumania 89,417,000; Canada 206,033,000. The total production this year in the following named countries is given as 3,200,000,000 bus. or 6.7% more than last year's production: Prussia, Belgium, Bulgaria, Denmark, Spain, Great Britain, Hungary, Italy, Luxemburg, Switzerland, France, Norway, Netherlands, Roumania, Russia, India, Japan, Egypt, Tunis, Canada and United States.

Rye.—Preliminary figures of production for France are 51,332,000 bus.; Netherlands 16,322,000. The total production this year in the following named countries is 1,588,000,000 bus., or 17.7% more than last year's production: Prussia, Belgium, Bulgaria, Denmark, Spain, France, Hungary, Italy, Luxemburg, Norway, Netherlands, Roumania, Russia, Switzerland, Canada and United States.

Barley.—Preliminary figures of production for Roumania are 22,248,000 bus., Canada 46,498,000. The total production this year in the following named countries is given as 1,174,000,000 bus., or 5.7% more than last year: Prussia, Belgium, Bulgaria, Denmark, Spain, Great Britain, Hungary, Italy, Luxemburg, Switzerland, Norway, Netherlands, Roumania, Russia, Japan, Egypt, Tunis, Canada and United States.

Oats.—Preliminary figures of production for Roumania are 21,525,000 bus., Canada 400,502,000. The total production this year in the following named countries is given as 3,504,000,000 bus., or 17.8% more than last year: Prussia, Belgium, Bulgaria, Denmark, Spain, Great Britain, Hungary, Italy, Luxemburg, Switzerland, Norway, Netherlands, Roumania, Russia, Japan, Algeria, Tunis, Canada and United States.

Corn.—Estimated production in Roumania is 113,676,000 bus. The total production this year in the following named countries is given as 3,616,000,000 bus., or 17.0% more than last year: Hungary (not including Croatia and Slavonia), Bulgaria, Spain, Italy, Roumania, Russia, Switzerland, United States, Japan and Egypt.

Rice.—Estimated production in Italy is 24,495,000 bus., Japan 386,027,000.

Flaxseed.—Preliminary figures of production for Canada are 23,144,000 bus.

Warehouseman's Liability for Damage to Grain.

Everybody's Gin & Mill Co., Chickasha, Okla., was victorious in its suit against Arbuckle Bros., Dallas, Tex., owners of a public elevator, to recover damages for corn going out of condition in store. The Court of Civil Appeals of Texas, to which Arbuckle Bros. appealed, recently affirmed the judgment of the lower court and denied a new trial.

Everybody's Gin & Mill Co. temporarily stored with Arbuckle Bros. 46,164 bus. of No. 3 corn, shipping the grain to Dallas at a storage or milling in transit rate. At the end of six months, the corn was produced in a poor condition, dirty, unsound, damaged and unsaleable. Moreover there was a shortage of 4,935 bus. The corn was in such poor condition, that it was necessary to keep the grain in storage until a buyer could be found. Arbuckle Bros. charged \$268.38 for storage on the damaged corn left after the six months had elapsed and until a purchaser was found. In consequence of the extension in time, Everybody's Gin & Mill Co. averred that it lost the freight charges it would have otherwise collected back and which amounted to \$1,811.97. The court said:

Appellants complain of that portion of the court's charge which directed the jury to find for appellee any storage charges paid by it after the six months' period for reshipping the corn had elapsed, if the jury believed that the corn was injured by appellants' negligence in caring for same, and as a consequence the sale of same was delayed and continued storage became necessary; appellee's theory being that, had appellants used care in handling its corn, it would have been in good condition at the expiration of the period when it was compelled to move it under its arrangement with the railway company, but that appellants having failed to do so, and having by their negligent acts injured the corn, the storage charged and collected after that time by appellants was recoverable as damages in addition to the difference in market value. Appellants, on the contrary, say that appellee's recovery is limited to the difference in the value of the corn when redelivered to it in its deteriorated condition and what its value would have been had it been redelivered to appellee in the same condition appellants received it; and that, when the court permitted appellee to also recover the storage, the jury was authorized to, and in substance did, find double damages.

Measure of Damages.—In our opinion

the ordinary measure of damages in this case is the difference between the value of the corn before the damage was done at the time agreed on for redelivery and its value after the injury to it. This we believe to be the general rule, because such rule in most cases will afford compensation; but we think it was both just and proper to vary it in the instant case.

Negligence.—The testimony of appellee tended to prove, and the jury found, that it was the negligence of appellants that injured the corn, which injury brought about the necessity of holding the corn past the agreed period in order to find some one who would buy it in its deteriorated condition. Some of the witnesses testified that the corn could only be sold at all by disposing of the same in small quantities for whatever prospective purchasers would offer for it.

It is conceivable that holding the corn and selling the same as opportunity offered may have lessened the damages for which appellants were answerable, for to have sold the corn in bulk when the time for redelivery arrived might and probably would have resulted in securing a less amount in money for same. In order to do this it was necessary, as stated, to continue the corn in storage, and until appellee received all charges for storage thus paid out, as well as the difference in the market value of his corn before and after the injury thereto, he was not compensated for the loss he suffered.

Transit Allowance.—The appellants assert that the court erred in that portion of its charge wherein it permitted appellee to recover certain freight charges it had advanced to the railway company and which would have been repaid to appellee, had it moved the corn from appellants' elevator within the agreed six months. The court, in effect, told the jury that if they believed, as the result of appellants' negligence which injured the corn, appellee by the exercise of ordinary care was unable to sell and dispose of the corn to their customers within the period entitling it to a refund of the said freight charges, and but for the negligence of the appellants would have done so, and that appellants knew of appellee's purpose and intention in that behalf, to find for appellee such refund of freights lost by it.

This item of damages we hold to be analogous with the item of storage and what we have said with reference thereto in our opinion, is applicable to the question of freight, and accordingly, we hold that appellee was entitled to recover in that respect also.—148 S. W. Rep. 1136.

Bumper crops are literally driving Montana farmers out of house and home, according to reports from the Northwest, many of the prairie homes of the homesteaders being filled to the second story windows with grain that cannot be moved on account of car shortage.

NEW MONTANA ELEVATOR.

Montana aspires to become known as a grain producer, and this year many new grain elevators are being erected in that state. The Ruby Valley is especially ambitious, and those well posted regarding the acreage under cultivation predict that one or two elevators will soon be erected at every station in the valley. The present year a large acreage was planted to wheat, most of it on irrigated land. However, the benchlands are now being plowed and next year will see a much larger acreage than ever and no doubt a larger production.

The elevator illustrated herewith is located at Twin Bridges, Mont., and was erected for the Farmers' Elevator Co. by the Younglove Construction Co. It is on the Bears Head and Big Hole Rivers. The soil, as in most sections of Montana, is gumbo, which means only a posthole to water. Accordingly a very heavy foundation was provided for this plant, it being considered necessary to go to gravel eleven feet down in order to get a dependable footing, in fact the foundation of plant which is illustrated herewith cost approximately \$1200, but it can be depended upon to sustain the house full of grain.

The elevator proper is 28x31 ft., and contains 11 bins, 6 being flat bottom and the balance hoppers. The elevator is cribbed with 2x6s up 20 ft. and 2x4s up 24 ft. to plate. The warehouse adjoining is 25x54 ft. The lean-to which contains drive-way and dump is 12x43 ft. and 10 ft. high. The entire building is iron clad. The elevator contains one stand of legs, driven by a 10 h. p. electric motor located in basement, the power being transmitted to elevator head by ropes. The grain from large hoppers sink under dump drops into boot of leg.

On the first floor is a 1500 bu. Richardson Automatic Scale and a No. 57 Clipper Cleaner which are driven by a 15 h. p. motor located in basement. A man-lift affords easy communication between first floor and cupola. The dump is equipped with an automatic dump controller. Distributing spout in cupola permits of grain being spouted direct to any of the bins in elevator, to grain bin in warehouse or direct to cars.

The warehouse is partitioned off in one end for a feed grinding room, in which is located a feed grinder of large capacity. Above are suspended storage bins for grain, also for ground feed and sacking bin conveniently arranged for spouting to wagons in drive-way.

The opposite end of warehouse is devoted to the storage of flour, while the middle of the building is intended to afford storage for potatoes, a heating plant having been installed for the purpose of protecting the potatoes from frost. An 8-ton wagon scale is provided for weighing grain into the house.

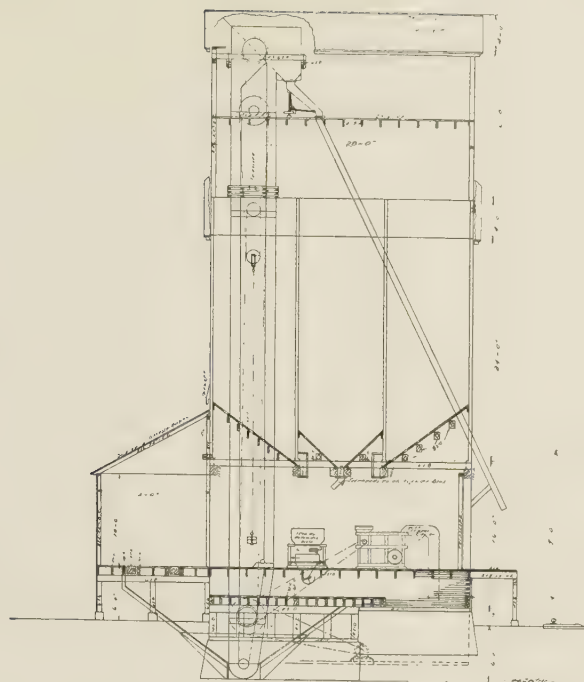
The Lakes to the Gulf Deep Waterways Ass'n holds its annual convention Sept. 24-26 at Little Rock, Ark.

I would not be without the Grain Dealers Journal so long as I am in the grain business.—C. E. Fitz Simmons, agt. Fields & Slaughter Co., Elk Point, S. D.

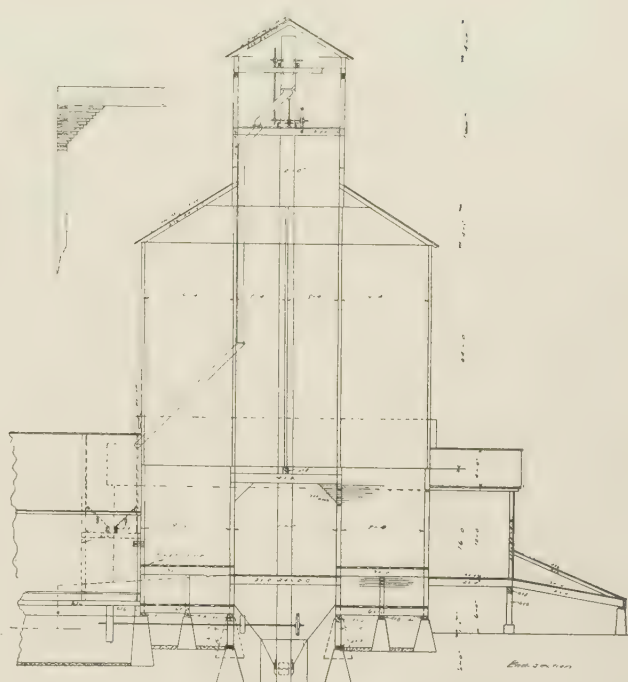
The agricultural society at Millerovo, Russia, is about to erect an elevator for the storage of 9,677 tons of grain at a total cost of \$150,000. Smaller elevators are to be built in the Khoperski and Ust Medvieski districts.



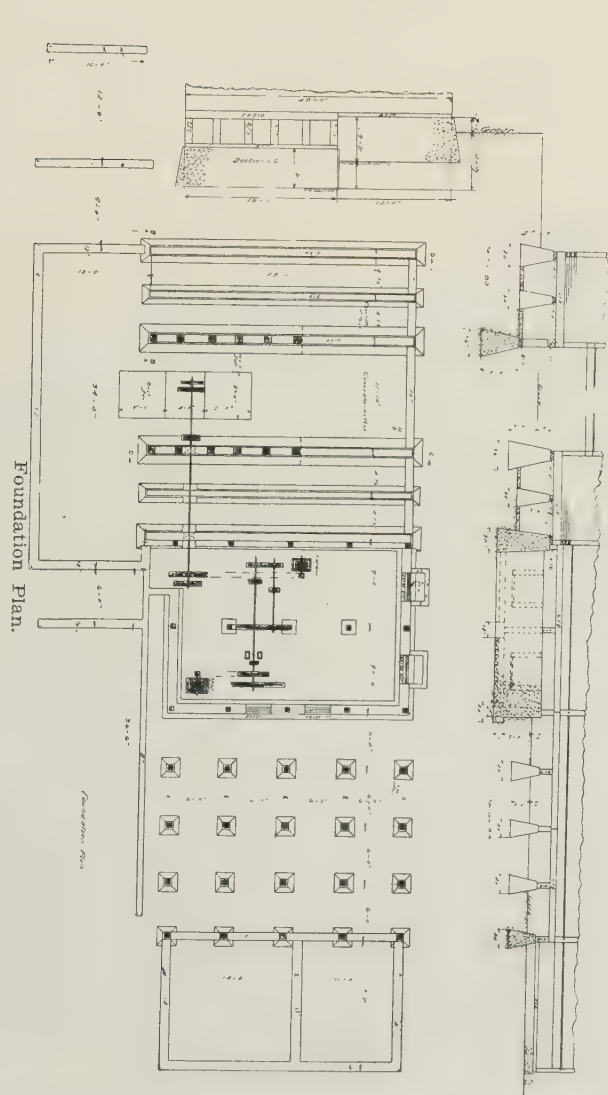
New Elevator of Farmers Elevator Co. at Twin Bridges, Mont.



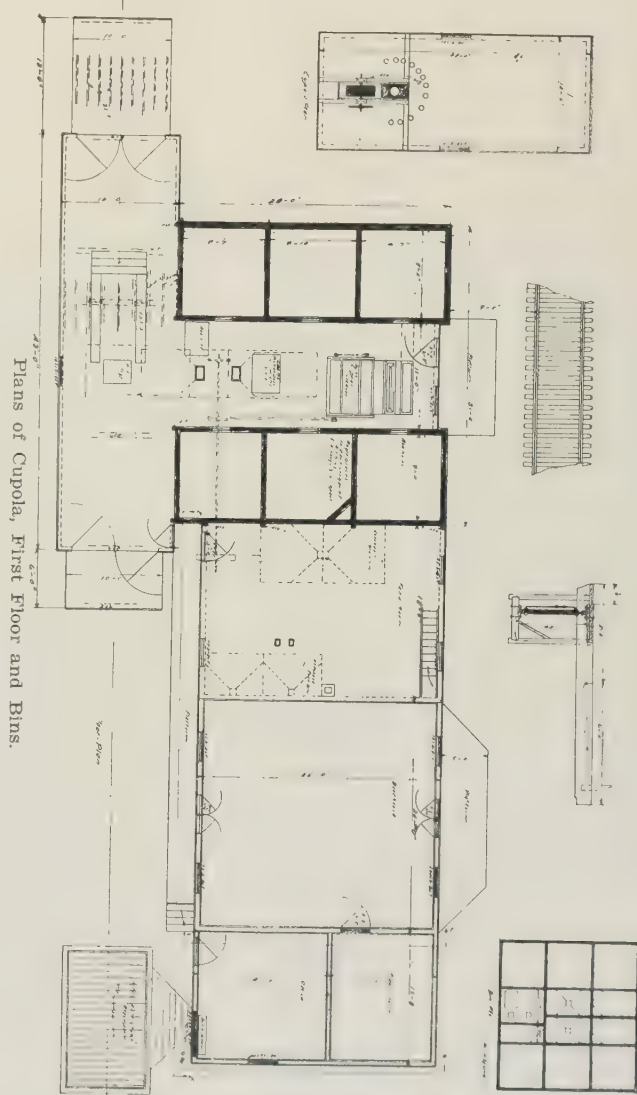
Side Section.



End Section.



Foundation Plan.



Plans of Cupola, First Floor and Bins.

Plans of New Farmers Elevator at Twin Bridges, Mont.

MEETING OF MICHIGAN BEAN JOBBERS' ASS'N.

A large attendance—the largest in the history of the Ass'n—and a royal good time characterized the 20th annual convention of the Michigan Bean Jobbers Ass'n at Saginaw, Mich., Sept. 10 and 11. Nearly 200 bean jobbers were present.

All of the old officers were re-elected, with the exception of the three vice-presidents. Officers for next year are: Fred Welch, Owosso, pres.; A. E. Lawrence, Mulliken, first vice pres.; F. W. Llewellyn, Shelby, second vice-pres.; William Hoxie, Vassar, third vice-pres.; W. N. Isbell, Lansing, treas.; D. A. Garfield, Albion, secy. Directors: F. E. Nowlin, Albion; Ed Burroughs, Flint; L. W. Murray, Carson City; W. J. Biles, Saginaw; K. P. Kimball, Detroit.

Following a meeting of the directors in the forenoon of the 10th, the Ass'n held its first session in the afternoon at 2 o'clock. Mayor G. W. Stewart delivered the customary address of welcome, which was responded to by G. F. Allmendinger of Ann Arbor. Pres. Welch followed with his annual address. He said in part:

President's Address.

In reviewing the events of the past crop year, it gives me great pleasure to report that our membership has acquitted itself in a very commendable manner. In the face of the fact that the beans they have had to handle have been the worst quality in the history of the bean industry, the percentage of trouble and rejections as reported to our Ass'n, has been even less than the average year. This shows that our members have exercised more than ordinary care and intelligence in putting this damaged bean crop into the channels of consumption.

The situation over the state is very satisfactory. Dealers generally have had a profitable year. There has been a pleasing absence of bitter local fights this season, as compared to years gone by. This improved condition can largely be credited to the work of the local Ass'ns and the fact that the competing dealers have come to know each other in a personal way.

The growing acreage this year is large. The rains, no doubt, have done much damage. The harvesting of the crop will be late.

Moisture Permissible in Beans.—I suggest for your consideration the propriety of making, without further delay, some specific rule pertaining to the maximum amount of moisture choice beans may contain and the incorporation of same in our official contract. This question is one of importance and is raised nearly every year in connection with red kidney beans and about every sixth year is a vital factor in the marketing of pea beans. To this date there has been no official ruling made thereon. I would recommend that a com'te of three be appointed to investigate this matter.

Buy on Reardon Schedule.—I cannot fail to refer at this time to the necessity of the membership to continue buying beans on the basis of the Reardon schedule. In fact, if the present level of prices are maintained, even that schedule will be inadequate to cover the full cost of handling the beans from the farmers. The elevator men must adjust themselves to the higher wages which they will be obliged to pay to the women help for handpicking the beans. In times gone by the work has been done at 2½ to 3 cents per pound whereas now from 3½ to 5 cents is being paid. This increase is only fair in the face of the increased price of other labor and cost of living. Unless there is a change in prices or conditions it is only a question of time before seven to eight cents will, from necessity, have to be reduced from the basis price for each pound of pickage.

Loaning Bags.—The apprehensions that many elevator men entertained in regard to refusing to loan bags to farmers have proven groundless. Throughout the Grand Rapids section, Owosso and other sections, in fact very generally over the state, the dealers are refusing to loan any bags to farmers. The farmers do not resent this action and many have expressed themselves that they wondered why the elevator men did not stop this practice long

ago. Every elevator man should join with this Ass'n in abolishing the custom of loaning bags. It is an expensive one, costing every elevator man who does it, several hundred dollars every year and is not good business.

Open Account Sales a Bad Practice.—I feel it my duty to bring to your consideration a practice which is quietly gaining ground and which, I am deeply convinced ought not to exist. I allude to the shipping of beans on open account by some of our membership. This practice is dangerous and in direct opposition to the present day movement of business economics to an absolute cash basis. Our Ass'n or its membership cannot afford to depart from the old established rule of "Draft with B/L Attached." I trust that the few who are now granting this concession to some of their special trade, will not continue in the practice. If they do, others are bound to follow, with the result that the old rule will be generally disregarded and heavy losses, extra shortages and general financial confusion will be felt in the handling of the Michigan bean crop.

Net Weights.—Last winter the officers of this Ass'n caused to be submitted to the membership, the question of net weights. About five per cent of the members responded. The opinion as expressed by the replies received, was very evenly divided and did not warrant the officers in making any change from the old rule of gross weights, bags included. Personally, I do not believe that the present agitation about net weights should be applied to the bean business. The activity of the government on the net weight question is to the end that the consumers may receive full weight. The beans you sell are not bought by the consumer by the bag but are sold out by the retail grocer either by the pound or by the quart. The fact that you allow the wholesaler one pound or five pound tare, would not in any way affect the ultimate delivery to the consumer. I am of the opinion that the regular terms as provided by our contract should be maintained.

Speculation Invites Losses.—At the mid-winter meeting I invited your attention to the disastrous custom of selling beans for future delivery and asking the membership to join with me in abolishing this method of trading. I am glad to report that there has been fewer future contracts executed this year by our membership than in several years. I believe that such business should be under the ban of this Ass'n and hope the time may come when it will be entirely discontinued. If the dealers will buy and sell the beans as they come to them they are sure of a regular handling margin, which taken year after year will be more satisfactory and far more profitable than speculative trading.

Collectively this Ass'n has given us an established grading, an arbitration court and a prestige that is recognized wherever Michigan beans are sold. Let us add to this prestige and respect by taking special care that every contract executed by a member of this Ass'n be filled in a manner that will not only reflect credit upon the individual but upon this Ass'n.

Entertained by A. T. Ferrell.

At the close of the first session, the members of the Ass'n were given automobile rides about the city of Saginaw, after which a reception was held at the factory of A. T. Ferrell & Co. In the evening Mr. Ferrell was host at a banquet served in the Saginaw club, to which all the members of the Ass'n were invited. On this occasion Mr. Ferrell was presented with a silver loving cup by the members. Addresses followed the banquet, Mr. Ferrell acting as toastmaster.

Congressman Fordney spoke entertainingly on "Comparative Agriculture."

F. H. Wingate, Indianapolis, discussed the relation of the broker to the bean trade.

E. L. Beach of Saginaw presented the subject of the new liability law.

Fred Mayer of Toledo, recognized as an authority on the subject, delivered a spirited address on the gentle art of "Boosting," from which we take the following:

Art of Boosting.

I don't know why the chairman of your program com'te should embarrass me and inflict punishment upon you by asking me

to talk. When I come to these Conventions I like to take it easy and have a little recreation. I like to meet you all, have a chat and get better acquainted.

When we were boys, a booster was a kid who could boost the other fellow the easiest and highest up a tree, a lamp post, telephone or bean pole.

Some boys were pretty good at it and some were not, but the fellow who could boost then is probably boosting right now, that is if he is still alive, and may be he is boosting if he is not.

The booster, generally, is the enemy of a knocker, and in my opinion should always be able to kick the stuffing out of the knocker.

The Art of Boosting is easily acquired, and if any of you haven't got it, just get in the game once and see how easy it is, and how much you enjoy it. You can boost in your home by making things even pleasanter than they are for your family. You can boost in your church by speaking well of your pastor and helping the church in its work. You can be a booster for your city, for your business and factories and you will be surprised to see how easy it really is to be one.

You can boost this Ass'n until it will be one of the best in the land, if it isn't already the best, and you can easily help the boosting business by talking "Clipper" machine, a machine that really doesn't need boosting, but you can help, anyway.

To show you that I believe in boosting, I happened to be in Detroit a few weeks ago and met one of my Toledo friends, who had been away from Toledo a week. He said he had been gone about that length of time and that "Toledo was booming when I left. How is it now?"

I replied, "If you saw Toledo a week ago, you ought to see her now."

At the close of the banquet all present were made guests at a special theatre performance, given after the close of the regular performance by the "Whose Little Girl Are You" company. The curtain on the first act went up at 10:30.

Wednesday Morning.

The feature of the concluding session of the convention was the election of officers and the presentation of crop reports from 34 counties in Michigan and from New York, California, Wisconsin and Ontario. The county reports were made by representative concerns and were known to be absolutely trustworthy. The crop will be a normal one, although unseasonable weather in the early part



Silver Loving Cup Presented to A. T. Ferrell by the Michigan Bean Jobbers Ass'n

of the season set back its growth. President Welch estimated the bean crop at six million bushels. It was declared that the hot weather the convention was experiencing was worth \$1,000 a minute to the bean growers of the country.

Counties reported from were: Kalamazoo, Calhoun, Jackson, Washtenaw, Macomb, Oakland, Livingston, Ingham, Eaton, Barry, Allegan, Ottawa, Kent, Ionia, Clinton, Shiawassee, Flint, Lapeer, St. Clair, Sanilac, Tuscola, Saginaw, Gratiot, Montcalm, Muskegon, Oceana, Newaygo, Mecosta, Isabella, Midland, Bay, Gladwin, Clare and Osceola.

After the usual com'te reports, the convention listened to the address of A. L. Chamberlain on "The Power of Honest Grade," and F. E. Kelsey on "When Order Billing Is Out of Order—What?"

I can not get along without the Grain Dealers Journal. It is an ever present help in time of need.—F. P. Hawthorne, McPherson, Kan.

During the last 30 days the movement of grain to primary markets has broken the record, with total receipts of 107,000,000 bus. at Western primary markets. These figures include, in round numbers, 48,500,000 bus. wheat, 19,000,000 bus. corn, 31,000,000 bus. oats, and 8,500,000 bus. rye and barley. Price changes during the same time have been very moderate. Declines have been from 1½¢ for May to 3½¢ for September wheat. Corn prices are ½¢ higher for September and ¼¢ lower for new crop months than was the case thirty days ago. Prices of oats are 2¢ higher for September and ¼¢ lower for other months. Does any one want better evidence of the economic efficiency of present methods of trading in grain for future delivery? Without speculative support one may well imagine the result of moving within thirty days so large a volume of grain.—L. F. Gates of Lamson Bros. & Co.

Condition of Bean Crop.

The condition of beans on Sept. 1, as reported by the government, compared with the same date last year is as follows: Alabama, 85, 85; Arizona, 99, 78; Arkansas, 77, 73; California, 88, 93; Colorado, 93, 82; Connecticut, 90, 77; Georgia, 83, 87; Idaho, 95, 92; Illinois, 91, 67; Indiana, 90, 65; Iowa, 89, 64; Kansas, 83, 55; Kentucky, 91, 69; Louisiana, 85, 75; Maine, 85, 92; Maryland, 87, 68; Massachusetts, 87, 68; Michigan, 82, 82; Minnesota, 94, 78; Mississippi, 85, 75; Missouri, 82, 55; Nebraska, 89, 56; New Hampshire, 82, 88; New Mexico, 89, 76; New York, 87, 81; New Jersey, 87, ; North Carolina, 82, 72; North Dakota, 90, 77; Ohio, 93, 78; Oklahoma, 71, 30; Oregon, 99, 86; Pennsylvania, 91, 78; Rhode Island, 90, 82; South Carolina, 75, 65; South Dakota, 88, 42; Tennessee, 91, 83; Texas, 72, 68; Vermont, 85, 90; Virginia, 82, 64; Washington, 96, 91; West Virginia, 94, 65; Wisconsin, 86, 86.

Marketings by farmers of the corn crop increase in November, are heaviest in December and gradually decrease to a low level in April, as reported by the U. S. Dept. of Agriculture, compiling statements from 4,000 mill and elevator firms. For wheat the statistics in different years show heaviest percentage of marketing in August, September and October. The statistics on wheat and the other cereals would be more valuable if the compilation were made on the basis of time held by grower after cutting the grain. The figures then would be properly co-ordinated for Texas and North Dakota, winter as well as spring grain, and the varying dates of harvest in different years. Anyone wishing to apply the statistics to a coming crop would then simply add 30, 60 or 90 days to the date of cutting the crop in question, to arrive at the time of probable maximum volume of movement from farms.

Bean Crop Still Uncertain.

Field beans constitute a highly important money crop in two states, Michigan and New York. This relates particularly to the small varieties; lima beans are grown extensively in a few counties in California. The outlook for the 1912 bean crop is still somewhat uncertain, and the situation a very interesting one. Prices are the highest in years and the demand has been so urgent under conditions of depleted supplies (following last season's short crop) that unusually large quantities of foreign beans have come into this country. A year ago the bean crop of Michigan and New York was hurt through drouth conditions and finally through excessive moisture at time of harvest.

Under the stimulus of reasonably good prices, a full acreage was put in for the crop of 1912. In Michigan white beans are very largely in vogue. In New York much attention is given to red sorts such as the kidney. This year the acreage in some parts of the state shows a sharp increase in red kidney and only a normal area under white beans. As a whole the bean acreage is practically a full one.

The feature of the crop at the opening of September is the surprising amount of rain which covered the bean territory of Michigan and New York during the opening of this month. The crop is late at best. Growers want four to six weeks of good weather, with plenty of sunshine from now on, to insure the right maturing of the crop and its harvest.—Orange Judd Farmer.

Car Shortage and Surplus.

The car famine is yet to come. Altho the situation is critical, being the worst since 1907, the effort to reduce the shortage is bearing fruit. The car surplus was 27,380 on Sept. 12, as reported by Arthur Hale, chairman of the Com'te on Relations between Railroads, of the American Railway Ass'n. The number is a decrease of 8,667 cars from the surplus reported Aug. 29. But on Aug. 29 the decrease in the surplus from the preceding period was 22,576 cars. The comparative smallness of the decrease during the two weeks ending Sept. 12 is therefore encouraging.

Of the decrease of 8,667 cars, 6,274 is in box. In the preceding period, the decrease in box cars alone totalled 13,379. The decrease in the surplus of box cars is general thruout the country except in Montana, Wyoming, Nebraska and on Canadian lines.

The total shortage Sept. 12 was 36,000 cars, compared with 26,297 cars on Aug. 29. The increase during the last period was 9,703 cars of which 7,930 is in box. In the former period, the increase in the shortage was 11,575 cars. The shortage is general except in Montana, Wyoming, Nebraska and Canadian lines.

Compared with the same date 1911, there is a decrease in the total surplus of 43,342 cars of which 11,513 is in box. There is an increase in the total shortage of 29,561 cars, of which 19,385 is in box.

Edward A. Calahan, an organizer of the Gold and Stock Telegraph Co., inventing the ticker machine which made that system possible, and also inventor of a number of other devices used in the telegraph service, died Sept. 12 at his home in Brooklyn, aged 73 years.



A. T. Ferrell, Saginaw, Mich.

Seeds

F. H. Woodruff & Sons are building a seed house at Milford, Conn.

The Ohio Valley Seed Co. will build a new seed house at Evansville, Ind.

The Elmendorf Coal & Feed Co., Lexington, Ky., has completed its seed cleaning house.

The Florida Seed Co., R. M. and Ewing Oglesby, proprietors, has succeeded Dr. E. E. Conant at Bartow, Fla.

The Cleveland Seed & Nursery Co. has been incorporated at Norway, Mich., with a capital stock of \$25,000.

Cutting of millet and flax in progress; fair crop.—Elmer Heitman, agt. Cargill Elvtr. Co., Huffton, S. D.

W. F. Cobb & Co., Franklin, Mass., has let the contract for the construction of a new seed storehouse, 60x30 feet.

The new seed warehouse of Condon Bros., Rockford, Ill., will be ready for occupancy Oct. 1. The building has a floor space of one acre.

J. S. Cooley & Co.'s peanut plant at Nashville, Tenn., which was destroyed by fire recently at a loss of \$50,000, was insured to the extent of \$33,500.

The condition of lima beans in California Sept. 1, 1912, was 87 per cent; against 92 a year ago according to the report of the U. S. Dept't of Agriculture.

Bridgeman's Seed Warehouse, Rickards Bros., proprietors, New York City, filed a petition in bankruptcy Sept. 6. Their liabilities are placed at \$21,194, with assets of \$1,381.

Minneapolis received 160,000 bus. of flaxseed during August and shipped 25,590 bus.; compared with 191,250 bus. received and 8,590 bus. shipped during August, 1911.—John G. McHugh, sec'y Chamber of Commerce.

Miss M. W. Williams and J. W. Edmundson, San Jose, Cal., have formed a partnership to engage in the seed business, under the firm name of the California Seed Growers' Ass'n. They will make a specialty of California garden seeds.

The North Dakota Railroad Commission is endeavoring to secure the formerly allowed half rate on fall shipments of seed grain into the state. In a new tariff published last February, the provision for fall shipments was overlooked.

Baltimore received 4,590 bus. of timothy seed during August, but made no shipments, compared with receipts of 7,862 bus. in August, 1911. No shipments were made in August, 1911, as reported by Jas. B. Hessong, sec'y Chamber of Commerce.

London, England, Sept. 9.—The continued improvement in the weather has caused a similar move in the autumn seed sowing demand. Trifolium unchanged. Rape and mustard both firm. Rye and winter tares offering more freely, prices without change.—John Picard & Co.

Clover seed receipts at Toledo for the week ending Sept. 21, amounted to 1,690 bags. Shipments were 55 bags, as against 920 bags received and 300 bags shipped during the corresponding week of 1911. Receipts of timothy seed during the same week this year were 21,019 bags. Ship-

ments were 18,898 bags. Alsike receipts at Toledo during the week ending Sept. 21 were 130 bags compared with 160 bags received in the same week a year ago.

Two hundred Kansas farmers have organized to increase the price of English bluegrass seed. The farmers live in the vicinity of Wellsville, Edgerton, Gardner, Springhill and Paola, where practically the entire crop of meadow fescue is grown. The farmers have approximately 100 cars of the seed to sell. Last year the seed was worth \$5 a bushel of 22 pounds, while this year the best price obtainable is five cents a pound.

An extremely early strain of Reid's yellow dent corn has been established at the experiment station of the Iowa State College of Agriculture, in the opinion of L. C. Burnett, cereal breeder of the station. The corn raised this year was matured enough to pick for seed Sept. 10, and that is two or three weeks earlier than the normal for this variety. The new strain is also productive, having a record of three times the normal yield of corn in Iowa. It is expected that the new strain of Reid's yellow dent will prove of value in central Iowa and eventually in the northern sections.

Quality of clover seed being received at all markets is the poorest in years. Not only poor but in many instances it's "ferce" and hardly looks like clover seed. Many country buyers have been "stung" because they are paying one to two dollars more at home than the seed will bring at Toledo. Who is to carry this poor stuff? It's commercial suicide to hedge it by selling futures. The latter may go up and the poor stuff down. Bulk of seed coming could be cleaned and run over until Doomsday and then only have N. E. G. seed, and probably no better price for it.—J. F. Zahm & Co.

New York, N. Y.—W. E. Busgers & Co., of Arnhem, Holland, report the harvest of natural grass seeds is practically over. The extreme cold winter, tho short, and the light snow fall did much harm to the plant. Weather conditions have not been favorable during the growing period and there is likely to be a shortage of timothy. Price of timothy will advance if no exports are made from United States. On meadow fescue, the price, since the opening of the market, has gone steadily downward. Market very nervous. Price is stationery now and every prospect is that it will go up during the season.—I. L. Radwaner.

Darmstadt, Germany, Sept. 5.—Orchard grass stands again this year in the background with its crop in New Zealand, which in former years had the leading position as the principal center of production; the New Zealand seed is very light weight and is high priced for a limited crop. France is always late with her harvest. To the contrary North Germany had a satisfactory yield, for which high prices are asked. Denmark is again this season in a position to govern the market in first line with an excellent crop in every respect, quoting moderate prices for high grades of seed. It is too early to give a report on red clover, German and Austrian origin. White clover is said to make a better yield than last season. On account of a heavy demand for bright qualities, the price will be high. Alsike clover seems to be a small crop in Germany. Crimson clover was a good crop this year and France governs the market. The first arrivals were of excellent bright grades, but the average seed was somewhat discolored by rain. Demand and sales have been satisfactory. Yellow trefoil is very short, so that high quotations may be expected.—Conrad Appel.

Seed Crop Conditions Sept. 1, 1912, Compared With 1911, as Reported by Dept. of Agriculture.

States.	Clover Seed.		Flaxseed.		Bluegrass.		Alfalfa.		Millet.		Kafir Corn.		
	1912.	1911.	Acreage.*	1912.	1911.	1912.	1911.	1912.	1911.	1912.	1911.	1912.	1911.
Maine	90	120	..	..	..	..	..	85	91	..	..	..	..
New Hampshire ..	100	110	..	..	..	..	..	90	91	..	..	..	..
Vermont	97	81	100	..	..	..	..	87	89	..	..	..	..
Massachusetts ..	100	..	100	..	..	..	..	91	89	..	..	..	..
Rhode Island ..	100	..	100	..	..	..	..	88	..	..	..	..	..
Connecticut ..	90	..	105	..	..	..	90	94	80	..	..	..	..
New York	87	72	110	..	..	..	95	86	86	86	..	..	..
New Jersey	87	70	115	..	..	..	91	89	89	85	..	..	..
Pennsylvania ..	89	55	102	..	..	..	92	89	94	87	..	..	..
Delaware	87	75	108	..	..	..	96	87	..	..	..	..	..
Maryland	92	70	120	..	..	..	96	76	80	75	..	..	..
Virginia	87	62	104	..	..	..	85	75	78	70	..	..	..
West Virginia ..	93	60	114	..	..	..	97	80	93	66	..	..	..
North Carolina ..	89	70	99	..	..	..	81	75	82	75	..	..	..
South Carolina ..	92	..	100	..	..	..	92	70	75	68	..	..	..
Georgia	87	90	97	..	..	..	90	85	84	85	..	..	..
Florida .....	..	..	100	..	..	..	..	..	..	..	..	..	..
Ohio	85	65	99	..	93	72	87	85	92	87	..	..	..
Indiana	85	74	99	..	93	65	91	85	90	75	..	..	..
Illinois	86	73	100	..	94	68	80	86	89	80	80	..	..
Michigan	82	71	108	..	100	65	99	95	91	82	..	..	..
Wisconsin	89	75	112	90	85	100	98	77	89	90	86	..	..
Minnesota	90	50	140	85	94	75	97	78	92	88	..	..	..
Iowa	89	70	117	95	65	98	50	97	73	96	75	..	..
Missouri	81	55	87	68	30	105	60	90	77	70	85	70	..
North Dakota ..	92	..	95	84	73	..	..	99	77	95	85	..	..
South Dakota ..	88	75	103	82	60	..	..	93	68	92	68	..	..
Nebraska	80	67	110	93	60	..	84	70	86	70	90	76	..
Kansas	80	70	110	74	36	88	61	90	68	84	55	88	70
Kentucky	89	75	89	..	..	117	65	91	80	90	72	..	..
Tennessee	89	74	90	..	..	..	89	93	82	90	81	..	..
Alabama	91	..	98	..	..	..	..	80	88	85	87	..	..
Mississippi	94	74	120	..	..	..	..	80	83	95	88	..	..
Louisiana	100	..	100	..	..	..	..	80	86	81	80	..	..
Texas	90	75	95	..	..	..	..	85	66	81	55	83	70
Oklahoma	80	..	100	..	10	..	..	86	66	80	63	85	80
Arkansas	86	75	100	..	..	..	..	83	84	80	84	80	90
Montana	95	100	117	98	86	..	..	105	95	95	85	..	..
Wyoming	98	..	110	..	..	..	..	102	95	96	75	..	..
Colorado .....	..	70	105	90	..	..	..	101	84	96	62	99	..
New Mexico	85	..	..	..	..	..	..	103	90	90	..	90	75
Arizona	100	..	..	..	..	..	..	103	94	..	..	96	..
Utah	97	..	120	..	..	..	..	95	85	90	80	..	..
Nevada	100	..	..	..	..	..	..	112	102	..	..	..	..
Idaho	98	95	110	..	..	..	96	105	97	..	..	..	..
Washington	98	97	100	..	..	..	97	100	95	..	..	..	..
Oregon	99	92	115	..	..	..	95	100	96	..	..	..	..
California	94	92	100	..	..	..	..	93	99	..	..	87	96
United States ..	86.6	68.5	102.0	86.3	68.4	..	..	94.2	86.6	86.7	69.5	85.4	74.4

*1912 acreage stated in percentage of 1911.

Sunflower seeds are threshed out by hand in Russia, reports John H. Snodgrass, consul at Moscow. The heads of the sunflowers are removed as late as the month of September. They are severed with an implement resembling a corn cutter. The heads are then placed in wagons and hauled to the barns, where they are deposited for ripening. In a few weeks, when the seeds are quite ripe, they are shaken off the heads and winnowed like in former years the farmers gathered their wheat. The separation may be performed also by striking the heads against a board and the seeds drop into receptacles or large sheets.

Timothy seed has been in a rut. Fair trade in futures with shorts the largest buyers. Receipts at Toledo may soon be smaller but Northwest crop has only started to move. Iowa is the largest producer. State report there is talking a crop of 1,500,000 bus., the largest they have ever raised. They raised a third of the total crop in the census year. Minnesota was next with 876,000 bus. and South Dakota third with 371,000 bus. Ohio, Illinois and Missouri ran next but have since increased their timothy seed output. Eastern and foreign demand have been large. Farmers are inclined to hold and interior reserves are liable to be replenished as present prices are low, especially compared to last season. Much seed was hurt in quality by the rains.—C. A. King & Co.

Under the provisions of the Canadian Seed Control Act 1911, the maximum number of weed seeds per ounce permitted in the different grades of timothy, red clover, alsike and alfalfa is given. Extra No. 1 timothy is permitted but 30 weed seeds, with no noxious weed seeds to the ounce. No. 1 timothy can have 5 noxious and a total of 100 weed seeds to the ounce. No. 2 is allowed 20 noxious and a total of 200 weed seeds, while No. 3 is limited to 80 noxious and a total of 400 weed seeds to the ounce. Red clover and alfalfa are governed by the same rules in all grades that govern timothy. Alsike extra No. 1 is limited to 30 weed seeds to the ounce, none of which may be noxious, as in the case of timothy, red clover and alfalfa. No. 1 alsike, however, may have 10 noxious seeds and a total of 100 weed seeds. No. 2 alsike is granted 40 noxious weed seeds and a total of 200 weed seeds. No. 3 alsike can have 160 noxious weed seeds to the ounce and a total number of weed seeds of 400.—Geo. H. Clark, seed commissioner, Ottawa, Ont.

The Germination of Packeted Vegetable Seeds, published Sept. 16, is the title of Circular No. 101 of the Bureau of Plant Industry, U. S. Dep't of Agriculture, of which Edgar Brown and W. L. Goss of the department are the authors. During five years 18,571 packets of vegetable seeds were tested for germination. The box seeds were put up by 60 firms and the mail order seeds were purchased from 20 firms. The average germination of all the packets of box seeds was 60.5 per cent, and the average germination of the mail order seeds was 77.5 per cent. Of the 12,454 packets of box seeds, 658, or approximately 5 per cent germinated 10 per cent or less and 404, or about 3.5 per cent failed to germinate. Of the 6,117 packets of mail order seeds, 74, or approximately 1.2 per cent germinated 10 per cent or less, and 51, or about 0.85 per cent failed to germinate. The circular adds: While the vitality of much of this seed was low and in many cases the seed was worthless, under the present

custom in the seed trade, the purchaser has no information as to the quality of the seeds he is sowing, and when they fail to grow it is impossible to tell whether the failure is due to the use of poor seeds or to some unfavorable condition of soil or climate.

The Chicago Great Western Railroad in Supplement No. 12 to G. F. D. 15084, effective Oct. 1, gives rates on the following seeds: alfalfa, blue grass, bromus inermis, clover, Johnson grass seed, lucerne, meadow fescue, orchard grass, rape, redtop, rye grass, sunflower, timothy in straight or mixed carload, or in mixed carload with broom corn seed, flaxseed, hemp seed, Hungarian seed, millet seed and sorghum seed. The rate is 22 cents per 100 lbs. between Kansas City, Kan.-Mo., Leavenworth, Kan., St. Joseph, Mo., and those stations on the C. G. W. up to and including Hampton, Ia. From the same points to the stations between Hampton and Mason City, Ia., inclusive, the rate is 24½c. Between the same points of origin and Gypsum, Coalville, Evanston and Lehigh, Ia., the rate is 22c.

From the Seed Trade.

Louisville, Ky., Sept. 20.—No large stocks of seeds carried over from last year. Farmers not disposed to sell on account of low prices. Not a shortage and crops will be fair average in quality and quantity.—Ross Seed Co.

Salt Lake City, Utah, Sept. 19.—Larger acreage of alfalfa and timothy seed. Same acreage for red clover. Yield of timothy seed fully up to last year, as is also red clover. Yield from alfalfa will be less owing to heavy and frequent rains during August and early part of September, and September frosts. Are no carry over stocks from last year; everything cleaned up. Farmers will not sell timothy at prevailing market value and there has been no trading in alfalfa and clover up to this date. Cutting commenced a few days ago.—C. A. Smurthwaite Grain & Milling Co.

St. Louis, Mo., Sept. 18.—Timothy is an abundant crop, after two years deficiency in this vicinity. Producers are not willing sellers at present \$3 to \$4 prices. Red-top is more abundant than last year and will bring about \$11 per cwt. pure basis, on track at St. Louis. Kentucky blue grass is more abundant than usual but producers are unwilling to sell at reduced prices now prevailing, \$9 per cwt. for purified sound seed. Red clover prospects are not fully developed as yet. Alfalfa will be a large crop.—Charles E. Prunty.

Flaxseed Crop Reports.

Wabasha, Minn., Sept. 18.—Flaxseed acreage 10% less than last year. Will yield 12 bu. to acre. Crop is 100% quality. Growers disposed to sell freely.—R. E. Jones Co.

Warren, Minn., Sept. 20.—Flaxseed acreage fully 50% more than last year but on account of dry spell in June most of the flax did not come up until July. It will take hot dry weather for two weeks to insure good crop. Threshing delayed on account of rain.—Spaulding Elevator Co.

Jamestown, N. D., Sept. 21.—This country has a splendid flax crop but the past ten days have been so disagreeable on account of rain, that we are wondering if we will be able to save it. We need a month or six weeks of good weather to secure this crop, which is the best one the country ever raised. The weather is "fierce."—Star Elevator Co.

I find the Grain Dealers Journal a valuable aid in guiding me truly.—A. L. Shearer, Winchester, Va.

New Law Prohibiting Imports of Adulterated Grass Seeds.

H. R. 22,340. An Act to regulate foreign commerce by prohibiting the admission into the United States of certain adulterated grain and seeds unfit for seeding purposes.

That from and after six months after the passage of this Act the importation into the United States of seeds of alfalfa, barley, Canadian blue grass, Kentucky blue grass, awnless brome grass, buckwheat, clover, field corn, kafir corn, meadow fescue, flax, millet, oats, orchard grass, rape, redtop, rye, sorghum, timothy, and wheat, or mixtures of seeds containing any of such seeds as one of the principal component parts, which are adulterated or unfit for seeding purposes under the terms of this Act, is hereby prohibited; and the Sec'y of the Treasury and the Sec'y of Agriculture shall, jointly or severally, make such rules and regulations as will prevent the importation of such seeds into the United States.

Recleaning in Bond.—Provided, however, That such seed may be delivered to the owner or consignee thereof under bond, to be recleaned in accordance with and subject to such regulations as the Secretary of the Treasury may prescribe, and when cleaned to the standard of purity specified in this Act for admission into the United States such seed may be released to the owner or consignee thereof after the screenings and other refuse removed from such seed shall have been disposed of in a manner prescribed by the Secretary of Agriculture.

Grain Not for Seeding Exempt.—Provided further, That this Act shall not apply to the importation of barley, buckwheat, field corn, kafir corn, sorghum, flax, oats, rye, or wheat not intended for seeding purposes, when shipped in bond through the United States or imported for the purpose of manufacture, but such shipment shall be subject to provisions of the Act of August 5th, 1909.

Adulteration Defined.—Sec. 2. That seed shall be considered adulterated within the meaning of this Act—

First. When seed of red clover contains more than three per centum by weight of seed of yellow trefoil, or any other seed of similar appearance to and of lower market value than seed of red clover.

Second. When seed of alfalfa contains more than three per centum by weight of seed of yellow trefoil, burr clover and sweet clover, singly or combined.

Third. When any kind or variety of the seeds, or any mixture described in section one of this Act, contains more than five per centum by weight of seed of another kind or variety of lower market value and of similar appearance: Provided, That the mixture of the seed of white and alsike clover, red and alsike clover, or alsike clover and timothy, shall not be deemed an adulteration under this section.

Sec. 3. That seed shall be considered unfit for seeding purposes within the meaning of this Act—

First. When any kind or variety of clover or alfalfa seed contains more than one seed of dodder to five grains of clover or alfalfa seed, respectively.

Second. When any kind or variety of the seeds or any mixture described in section one of this Act contains more than three per centum by weight of seeds of weeds.

Penalty.—Sec. 4. That any person or persons who shall knowingly violate the provisions of this Act, shall be deemed guilty of a misdemeanor and shall pay a fine of not exceeding five hundred dollars and not less than two hundred dollars. Provided, That any person or persons who shall knowingly sell for seeding purposes seeds or grain which were imported under the provisions of this Act for the purpose of manufacture shall be deemed guilty of a violation of this Act.

Approved, August 24, 1912.

Wud not do without the Grain Dealers Journal while in the grain business.—C. W. Amos, Hedrick, Ind.

We do not feel as tho we could get along without the Grain Dealers Journal.—G. A. Potter & Son, Patterson, Ia.

We could not ask for a better grain journal than the Grain Dealers Journal.—Wautoma Produce Co., Wautoma, Wis.

The Grain Dealers Journal is a valuable paper for me. I learn a whole lot by studying it.—H. G. Horgen, Orchard, Ia.

WILD OATS AND FALSE Wild Oats.

BY NORMAN CRIDLE.

There are few problems of greater importance to the grain grower of western Canada than that relating to wild oats belonging to the species *fatua*. The injury caused by this weed at the present time amounts to an annual loss of thousands, or perhaps millions, of dollars, and the loss is becoming greater yearly as the plant spreads further afield. The question of its control has been discussed frequently, and most practical agriculturists are now aware of the best means to keep the plants within reasonable bounds. I say reasonable bounds because to exterminate them is a task of years which few farmers care to undertake. It is unnecessary therefore, as well as rather out of place, to take up that part of the subject here. But within recent years a question has arisen as to the validity of classing certain forms of oats as wild oats, and it is chiefly with this side of the problem that I propose to deal.

For several years past I have carried on a number of experiments with wild oats and what are termed false wild oats, also called sports, white wild oats and albino wild oats, with a view to discovering what their status should be in relation to agriculture, and, further, what relationship—if any—the latter has to the former.

Different Types of True Wild Oats.—Accurate study over the wide range inhabited by this plant will reveal many forms, each breeding true within itself.

During the past three years I have grown three fixed varieties for observation and study, as follows:

Avena fatua proper. As known to me this is a tall, somewhat slender plant, with bending head and long pedicles bowed down with the weight of the seeds so that the whole head has a drooping appearance. The panicles mature unevenly; seeds borne on the upper part of the heads and at the tips of the branches ripening first and often shelling before those on the lower part are fully matured. Usually, too, *A. fatua* stands well above cultivated oats. The seed is dark brownish, almost black, turning to a lighter shade at the tip. In form it resembles a common black oat, but is not so plump, and differs from the ordinary cultivated varieties in having a much longer scar at its base, formed somewhat in the shape of a horseshoe, and also in having a long stiff awn and a densely hairy base. In fresh specimens these hairs, which are brown, cover approximately half the oat, and are particularly numerous upon the rachilla (the small footstalk supporting the bosom grain in the spikelet) but the basal scar with its hairs, and the awn also, may be broken off by threshing or handling the grain.

A. fatua.—White form. This form resembles exactly the typical *fatua* as described above, excepting in its seeds, which are creamy-white like ordinary white oats. It also seems rather less hairy, but this is partly due to the hairs being white and consequently less conspicuous. This variety breeds true to seeds and on account of its color is difficult to detect in white oats. Beginners are also liable to confuse it with false wild oats of the same shade.

A. fatua.—Hairy form. This is also very similar to the type described first but differs in the seeds, which are densely hairy almost to the tip; the hull is also rather lighter in color. This form has grown true to type for three years.

Another type of *Avena fatua* similar to the foregoing ones but having slaty gray seeds has been grown for two years but proves less fixed. Some of the seeds remain gray while others turn either white or black; possibly some form of combination due to a cross between black and white varieties.

There are also a few other types showing variation from the normal, either in some character or growth, or in the seeds, which may vary in hairiness, some being rather free from hairs while others contain even more than the typical species. These, however, have proved to be of a fluctuating nature and in consequence have been discarded.

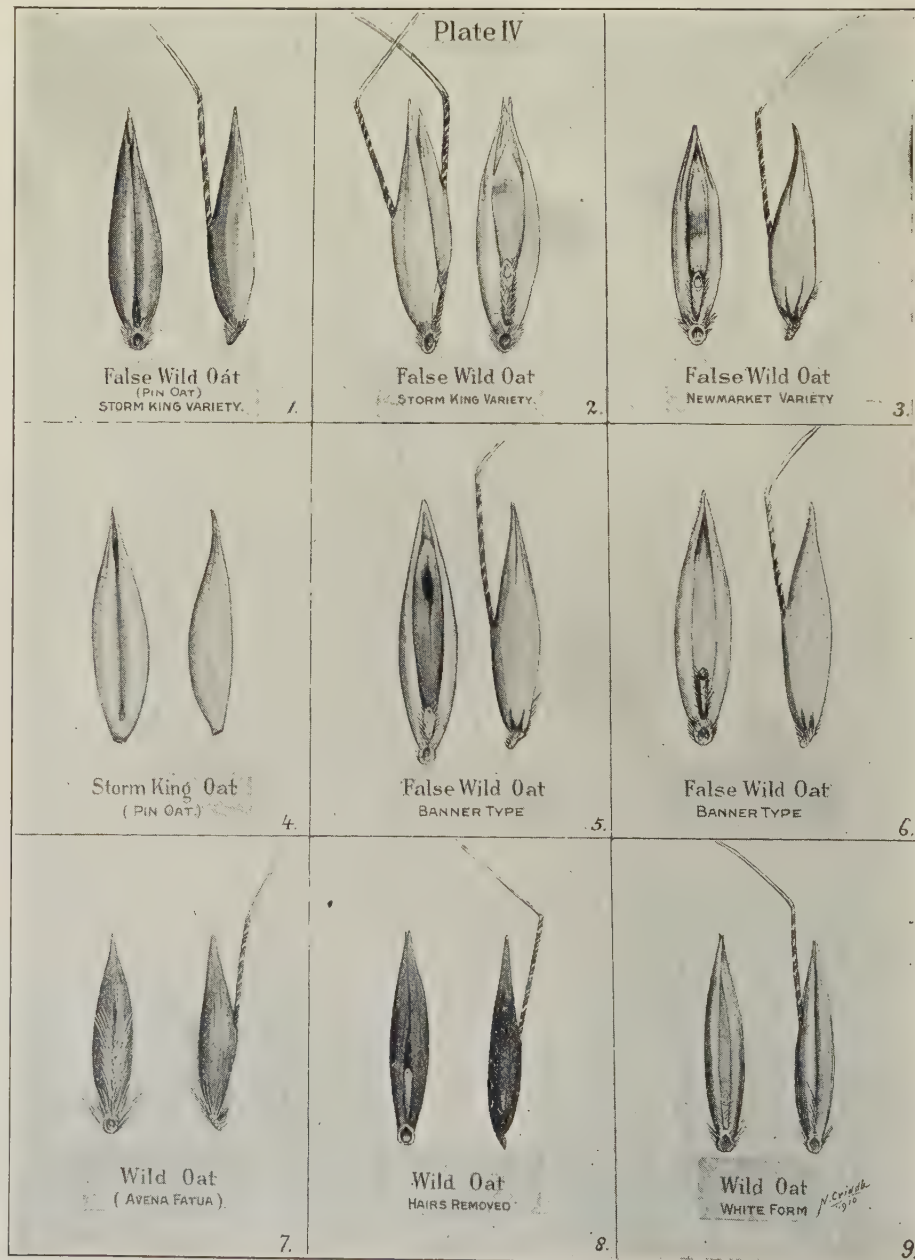
For a number of years past there has been some difficulty in judging oats at seed

fairs, due to there being found among the samples, kernels showing the outward appearance of wild oats; that is, having a long, twisting awn and characteristic horseshoe base. These at first were unhesitatingly classed as wild oats, but later doubts arose as to the correctness of this and eventually most of those who had had practical experience in the matter arrived at the conclusion that the forms involved were not wild oats, but represented some form of deviation from type which affected, apparently, the seed coat only and left the seed proper unaltered. I found by experiment that any type of oat showing these retrogressive characters when grown would produce a plant of typical appearance which, but for the long awn, could not be told from the cultivated variety from which it originated. It had also a seed of the same shape and plumpness but in addition to the long awn had a horseshoe shaped base, thus resembling a wild oat excepting in size. Apart from this, however, all the forms examined by me have been less hairy than a wild oat, especially round the base.

Distinguishing True from False Wild Oats.—The problem of distinguishing a true wild oat from a false wild oat is an important one from the farmer's standpoint. In the growing stage this is a comparatively simple matter, as the false wild oat will have the manner of growth characteristic of a cultivated oat, in contrast to that of the wild oat previously described, but in the seed form the dif-

ficulty is much greater, and there seems to be no fixed character by which to distinguish between some of the smaller varieties of false wild oats and the true wild forms. With the larger sorts now grown so extensively the difficulty of distinguishing them is not so great, and an experienced eye will at once detect the false wild oat by its larger size and its usually close resemblance to the cultivated variety in which it is found. Generally speaking, too, the lemma or outer seed coat is more open in front with cultivated forms and false wild oats so that the palea or inner coat is broadly visible, whereas in wild oats the edges of the lemma almost meet. There are, however, some exceptions to this rule. The seeds of false wild oats carefully picked will show the very characteristics of true wild oats, though somewhat less pronounced in most cases, but will mostly correspond with the cultivated variety in which they appear in size, plumpness, color and smoothness of the glumes.

Difference in Germinating Qualities.—Germination tests will also reveal the nature of an oat if recently ripened owing to the readiness with which false wild oats grow in comparison with true wild oats, but unless at least 100 seeds are tested the result will not be satisfactory. One of the worst traits in *Avena fatua*, true wild oats, is the power of its seed to resist the ordinary factors of germination. Thus newly ripened seed usually fails to germinate under any conditions or at most



Wild Oats and False Wild Oats.

does so to the extent of only about 1%. On the other hand, if kept some three months or more approximately 50% will grow. Some seeds, however, may not germinate for several years and if buried deeply they are said to remain dormant for a very long time. Fortunately this is not a character of false wild oats.

False Wild Oats Not Dangerous.—From an agricultural point of view an interesting point is the lack of increase in false wild oats. This is extremely important because it is the power, or lack of it, to increase faster than cultivated varieties that would make them a dangerous or comparatively harmless plant. The fact that seeds of false wild oats germinate readily when fresh, as do ordinary cultivated oats, is sufficient reason for considering them as not being a noxious weed seed impurity, and as they are large and contain as much nourishment as the cultivated varieties from which they are produced, so far as we know without chemical analysis and laboratory tests to determine the per cent hull, there can be little complaint against them on that account. Probably the chief objection to them is the long stiff awns—which, however, usually become broken off in threshing—and their tendency to shell out, due to the awns. As a matter of fact, it is this very characteristic of shelling that really keeps them down, as owing to it they naturally drop to the ground before other oats, and not having the power of wild oats to resist germinating they grow in the autumn and are killed by frost before they have time to ripen their seeds.

About the only practical means to prevent or restrict the occurrence of these undesirable forms is to refrain from growing such varieties as observation shows to be specially inclined to produce them and, where practicable, to remove them by hand from the growing crop or seed grain. Field experiments indicate that the seeds of false wild oats that shell out and fall to the ground could be destroyed by after-harvest cultivation to induce germination. On the other hand, they tend to confirm the opinion that very little can be accomplished toward destroying wild oats by this method.

The origin of these false wild oats still remains doubtful. It is possible that they may be the result of a cross between the wild and cultivated species, but in view of the seeming fact that they are no more numerous in oats which are known to have been brought into contact with wild oats than those kept free from them, and, further, as some varieties seem to contain far more false wild oats than others, it seems hardly likely that they are produced in this manner.

Conclusions.—My chief object in presenting this material has been to show that there is no longer any necessity for classifying false wild oats as wild oats, and that their characteristic manner of growth gives little cause for apprehension or for supposing that they will ever become sufficiently numerous to be classed as anything but an impurity, just as a black oat in a white variety would be. In the engraving herewith are shown nine samples of the wild, false and pin oat.—From Bulletin No. 8-7 of the Dominion of Canada Department of Agriculture.

ALFALFA SEED PRODUCTION.

Alfalfa seed has become an important crop in the United States, advance reports of the official census showing 15,829,680 pounds of seed to have been harvested in 1909 from 4,638,662 acres.

The approximate seed producing areas are shown on the map herewith, each dot representing 1,000 bus. and the numerals the production in bus. during 1909, in the important states.

In some sections the use of alfalfa in short rotations with other crops makes frequent reseeded necessary, and the greater portion of the alfalfa acreage is reseeded on an average once in 7 years: Thus a great quantity of seed is used annually, most of it grown in the United States, the imports being about 3,000,000 pounds a year.

If insects are excluded from alfalfa flowers by means of screens very few or no seeds are produced, whereas adjoining plants not screened produce an abundance of seed. In northern Montana, however, heavy seed crops have been obtained when general observation failed to indicate the presence of insects in sufficient numbers to account for the fertilization of the flowers.

In sections along the 40th parallel of latitude where three crops of hay are normally produced it is customary for one hay crop to be cut and the second crop to stand for seed. If the conditions before blooming are such as to produce a rank vegetative growth it is a fairly sure indication that the chances are poor for seed. If the soil becomes dry just at this time a fair seed may be obtained. Another indication that the seed crop is likely to be very light is shown when the basal shoots begin to grow in anticipation of the succeeding crop. The development of these shoots takes place at the expense of seed development on the older stems.

As the pods on an alfalfa plant do not ripen at the same time it is advisable to cut the crop when from two-thirds to three-fourths of the pods have turned brown.

The yield of seed runs from 2 to 5 bus. per acre. Yields of less than one bus. are not considered worth threshing. In rare instances yields of 18 to 20 bus. of clean seed per acre have been proved. Full seed crops are not to be expected until the third year.

Alfalfa seed retains its vitality for a comparatively long time, and hence seed two or three years old is practically as good for sowing as fresh seed.—From Bulletin 495, U. S. Dept. of Agriculture.

Hardy Alfalfa Introduced by Dept. of Agriculture.

A yellow-flowered species of alfalfa, *Medicago falcata*, found widely distributed thruout Eurasia, forms of which thrive on the cold, dry steppes of Russia and similar regions, seemed to be the most promising in the search by the U. S. Department of Agriculture for a hardy variety.

Medicago falcata, erroneously called "Siberian alfalfa," and for which there is no satisfactory common name, is characterized in general by its drooping habit, narrow leaves, and fine stems; but it is so variable that some plants may be readily mistaken for common alfalfa when not in flower. Very few of the forms possess true tap roots like the common alfalfa, but they have a branching root system by which new plants are produced. The flowers are yellow and the seed pods falcate or sickle shaped, hence its botanical name.

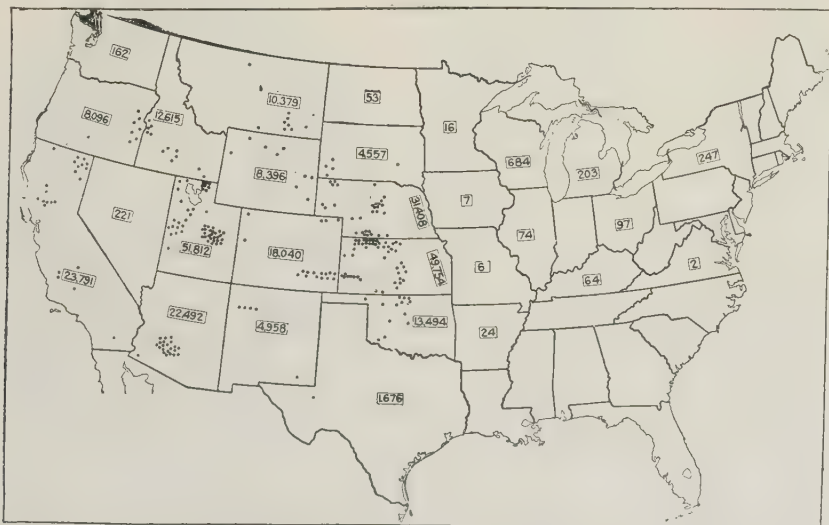
Tests of the available forms of *Medicago falcata* indicate rather definitely that their chief value is for crossing with common alfalfa to produce hardy and drought-resistant hybrid strains. At present the new alfalfas do not appear to be sufficiently productive to make them generally profitable under cultivation. Many of the forms are unquestionably very hardy and drought resistant and have already shown their value as stock for crossing with varieties commonly known.

One of the hardiest, if not the hardest of our commercial strains, the Grimm alfalfa, probably originated through natural hybridization of *Medicago falcata* and common alfalfa. Grimm alfalfa is coming into very wide use in the Northwestern States. The new alfalfas have not yet been tested on the open range as fully as under cultivation. Altho the results to date indicate their inability to maintain themselves except under very favorable conditions, the tests are nevertheless being continued with the hope of ultimate success in improving the range.

The experts of the Department do not believe that this yellow-flowered alfalfa in its unselected state is a crop for the farmer to test, even tho seed were available. Three main considerations show that it is not likely to prove valuable under cultivation: (1) Most of its forms are not sufficiently erect to be easily harvested for hay; (2) it does not recover quickly after cutting and can not be expected to give more than one cutting during the season; (3) its seed habits are usually poor, the seed being scantily produced and shattering badly at maturity.

The Union Pacific has let the contract for the construction of the Hastings & Northwestern road from Hastings, Neb., northwest to Gibbon, a distance of 26 miles.

Dirty spark plugs result in missed explosions and missed explosions mean less power. Dirty spark plugs also weaken the spark so that altho there is an explosion, the full power of the engine is not obtained.



Map Showing Acreage of Alfalfa Seed in Each State. Each dot indicates 1,000 bus. After Westgate, Bulletin 495, U. S. Dept. of Agriculture.

Grain Carriers

A serious break occurred in the Erie Canal at Bushnell Basin, east of Rochester, Sept. 3, and will tie up traffic for at least three weeks.

The freight business of the Great Lakes at Milwaukee has been seriously hampered by a strike of 500 dock laborers. The men went on a strike Sept. 4.

The big freighter, F. B. Squire, 480 feet in length, and bound for Buffalo with 243,000 bus. of wheat, grounded in the Chicago River Sept. 17, and was delayed 8 hours.

Shipments of durum wheat from Duluth direct to Naples will be made by Ames, Brooks & Co. The grain will be transported in vessels brot up into the Great Lakes from the Atlantic ocean in past years and now ready to return.

A hearing on the proposed increase in the flaxseed rate between the Twin City and Chicago from 7½ to 10 cents, was held in Minneapolis, Sept. 10, before Examiner John Elder of the Interstate Commerce Commission, which on Sept. 23 suspended the increase until March 28, 1913.

A total of 94,985 freight cars have been ordered by the railroads of the United States from Jan. 1 to Aug. 30, according to the figures compiled by the *Railway Age Gazette*. The number ordered during the corresponding year last year was 41,426 freight cars.

A hearing on the western grain rates into Duluth, Milwaukee and Chicago will be given by the Interstate Commerce Commission at Washington Sept. 27. Chicago will be represented by W. M. Hopkins, mgr. of the Transportation Department of the Board of Trade.

Elevator men in Ohio are filing complaints with the State Public Utilities Commission regarding the car shortage. They declare that elevators are filled to capacity, and no cars are available. Commissioner Gothlin declared the shortage loomed up more serious than the one in 1907, the greatest in years.

That the weighing of freight cars before and after loading urged by the Minnesota Railroad and Warehouse Commission, wud cause a congestion of traffic at the terminals, was the contention of railway officials testifying before Judge C. A. Prouty of the Interstate Commerce Commission at Minneapolis, Sept. 13. Witnesses expressed the opinion that a car thoroly drenched by rain will weigh fully 1,000 pounds more than a dry car.

A charge that the railroads of the country are discriminating against eastern millers in favor of those of the northwest has been made by the Federal Milling Co. of Lockport, N. Y. A hearing before Special Examiner Mackley of the Interstate Commerce Commission was held in Buffalo beginning Sept. 17. Discrimination is charged to 18 railroads, the charge being based on the fact that the rate on flour between Chicago and Minneapolis is 8.3c, while that on wheat is 10c. The Federal Milling Co. would have the rate on wheat the same as is now on flour. The change would enable the eastern miller to compete with the miller of the northwest, the Federal Milling Co. avers.

The Northern Demurrage Bureau at Minneapolis has adopted follow-up methods for the location and determination of cause for every in-coming car that remains unloaded after 48 hours.

The Canadian Department of Public Works will issue a report on the probable effect of transporting grain thru the Panama Canal, claiming that the temperature of the tropics will cause the grain to sweat and foster grain weevils. The advantages of shipping grain over Canadian lines will be pointed out.

The Corn Belt Grain Co., Atchison, Kan., has brot suit against the Rock Island Railroad to recover \$345.48 damages, alleging that it shipped three cars of corn to Torreon, Mexico, via the Rock Island, with instructions to have corn inspected at El Paso. Instructions were not carried out and the consignee refused the shipment. The Corn Belt Grain Co. was forced to sell the corn at a loss.

The Upper Mississippi Valley Improvement Ass'n met at Burlington, Ia., Sept. 10. Delegates were present from Iowa, Missouri, Illinois, Wisconsin and Minnesota. A letter was received from Woodrow Wilson commending the work of the Ass'n. He said the whole problem of transportation would have to be reconsidered in view of developments sure to follow the opening of the Panama Canal.

The establishment of deputy interstate commerce commissioners in every commercial center thruout the country was advocated by Chairman C. A. Prouty of the Interstate Commerce Commission in an address before the Chicago Transportation Ass'n Sept. 19. According to Mr. Prouty, the Commission is overwhelmed with work and the establishment of deputy commissioners wud relieve the Commission of much of its work. In his opinion, a number of grievances wud never reach the form of written complaints under the system advocated by him.

Mixed car dealers of trunk line territory protested against the new milling in transit rules at their meeting at Buffalo, Sept. 10. A large number of dealers were present, including E. W. Elmore, president of the ass'n, and A. C. Palmer, sec'y and treasurer. The chief complaint arises from the fact that 7c per 100 lbs. between grain and grain product rates is assessed as a milling in transit charge in trunk line territory, in addition to the regular charge of ½c per 100 lbs. minimum of \$3 per car. The matter will be brot before the Interstate Commerce Commission.

A change in the method of handling the registration of transit, whereby the shipper will be permitted to make a declaration as to the division of the product at the time the shipment is to move out, was agreed upon at a meeting of representatives of the railroads west of the Mississippi, at Kansas City, Sept. 11. All of the roads are parties to the Transit Inspection Bureau of Kansas City, of which G. A. Kimball is joint agent. Instead of the old plan of the roads requiring the shipper to register his transit at the time of the receipt of the grain, according to the percentages provided in the railroad tariffs, the shipper will surrender a certain amount of transit and then declare what the division of the product was, when the time for making the shipment is at hand. The new departure is looked upon as satisfactory. The one per cent deduction for milling loss will remain in force, as it is a ruling of the Interstate Commerce Commission.

The Interstate Commerce Commission has suspended until Jan. 18 the proposed advances in freight rates on grain between points in Iowa and Chicago and other points over the C. & N. W. and the C. M. & St. P. railroads.

Owners of freighters on the Lakes have been forced to pay for considerable shrinkage in cargoes of grain recently. One boat, loaded at South Chicago, arrived at Buffalo short 295 bus. Another steamer showed a shortage of 300 bus.

Export wheat at the rate of 59 cars a day, including Sundays, has reached Galveston, Tex., since Aug. 1, for shipment to European ports. The reduced rate of the Gould lines is responsible for the heavy traffic to the Gulf port. During August approximately 2,000,000 bus. were received, much of which is still in the elevators at Galveston, awaiting shipment. Since the movement began, 2,400 cars were handled by the roads entering Galveston, with orders out for as many more cars as can be spared. There are 75 ships booked for Galveston from European ports. All of these will take a return cargo of wheat and cotton.

The increasing car shortage at St. Louis, caused by the ruling of the American Railway Ass'n prohibiting the re-loading of cars for outbound shipments east and south, was made the subject of discussion at a meeting held in St. Louis Sept. 11, attended by railroad traffic managers and transportation superintendents. A modification or suspension of the rule is desired. A com'te was accordingly appointed to take the matter up with the Ass'n. The new rule of the American Railway Ass'n, which went into effect Sept. 1, requires the return of cars to the road to which they belong under penalty of severe fines. The inbound lines want their cars at this period and the rule breaks up the practice of using the inbound cars for further shipment. A great congestion has resulted at St. Louis and elevators are being taxed to their capacity.

New Sec'y of Michigan Ass'n.

M. G. Ewer, of Battle Creek, Mich., has been elected sec'y of the Michigan Hay & Grain Ass'n, with headquarters at Detroit. The Michigan Grain Dealers Ass'n of which Mr. Ewer was the first sec'y passed away some years ago. By a peculiar coincidence, he has been made



M. G. Ewer, Detroit, Mich.
Sec'y Michigan Hay & Grain Ass'n.

sec'y of the Michigan Hay Dealers Ass'n which recently broadened its field to include grain. A portrait of Mr. Ewer is reproduced herewith.

Mr. Ewer is admirably equipped to fill the office to which he has been chosen by the directors of the Ass'n. He has been actively engaged in the grain business in Michigan since 1886 when he located at Lansing, as a grain buyer. In '88, he erected an elevator at Mulliken which was burned two years later. For a comparatively short time, he located in Washington as a grain buyer and broker. He returned to Michigan, however, and engaged in the brokerage business. At one time he was the traveling representative of a Chicago receiving house in Michigan and later entered the employ of McLane, Swift & Co., of Battle Creek, remaining with them for two years, serving as a traveling buyer in Michigan and Indiana and later having charge of the office work connected with the grain and oats business. After leaving McLane, Swift & Co., he engaged in the wholesale business at Battle Creek on his own account.

NEW ELEVATOR AT Abilene, Kan.

To handle the growing volume of grain arriving at Abilene, Kan., the Farmers Elevator Co. has erected the 30,000-bu. elevator shown in the engraving herewith, and put in an up-to-date equipment.

The building is of studded construction, 32x40x32 ft., with cupola 16x28x24 ft., ironclad, with metal roof. The basement is large, roomy and well lighted, of solid cement concrete, and is entered by the manlift, extending to cupola. The detached office is fully covered with galvanized iron and the construction of the entire plant is such as to obtain the lowest rate of insurance. Large coal bins have been constructed to unload direct from cars.

The equipment includes a cylinder sheller in the basement, a 2-pair high feed roll on work floor, both sheller and mill driven by an electric Fairbanks-Morse Induction Motor; one stand of elevators with 7x13 cups; Eureka Cleaner in cupola driven by 7½-h.p. induction motor. The controlling switches are conveniently placed on the work floor in a metal dust and fire proof case.

Grain is weighed over Fairbanks-Morse

Hopper Scales and loaded direct to car by gravity, all arrangements being so convenient that one man can operate the house. D. Sommers is manager.

HINTS TO GASOLINE ENGINE USERS.

Economy in lubricating oil is false economy.

If a plug is rusted on a cylinder so that it can not be removed, squirt a little kerosene around it.

Blue smoke issuing from the exhaust denotes too much lubrication; if black smoke and soot, too much gasoline.

When a gas engine "bucks" the chances are that the trouble lies in a faulty electrical connection. Solder all that will permit it and keep the others screwed tight.

Loss of compression has many causes. The valves may be leaking or there may be a weak spring on the automatic intake valve. The latter should be stretched or a new one put on, if faulty.

When a squeak is heard, stop the engine. Locate the cause, and lubricate as it is evident that the squeak is caused by some part coming in contact with another with insufficient lubrication.

If steam is seen coming from the relief outlet of the radiator, look for a stoppage in the pipes. The efficiency of the engine depends largely on the temperature of the water in the cooling system.

When the engine stops, look it over. A wire may have shaken loose, or the gasoline tank may be empty. If the tank is located above the carbureter it may be air tight and not allow the gasoline to run down.

For a stationary engine, a slight turn past high dead center generally gives the best results in timing an engine. A too late spark will heat the cylinder quicker than when correctly timed and may spring the valves. When it is too early, it causes a knock.

Soot in the cylinder may be removed at intervals if not allowed to go too long. Remove the spark plug and inject a small amount of kerosene and, moving the piston back and forth, allow the carbon deposit to be cut by the oil. Gasoline will not do as it evaporates too rapidly.

Clean the engine at intervals. After disconnecting the crank and removing the cylinders with the pistons drawn out, wipe the parts with a cotton rag saturated in kerosene. The parts should also be well lubricated before replacing.

Should the motor miss when running on the magneto, one can easily find the cylinder missing by short circuiting the different plug terminals. With a good magneto, but little trouble will be had with the magneto itself; it will generally be in the plug.

When the water fails to circulate or when there is an insufficient supply, the engine will slow down as it does with a lack of lubrication. Lack of cooling destroys the lubricant in all the cylinders and causes excessive frictional resistance to the motion of the pistons.

A cracked water jacket is generally caused by frost and the purchase of a new jacket is unnecessary if the cylinder is not affected. The jacket may be repaired by letting the engine run until it gets comfortably warm and then applying orange shellac to the crack. Several applications will make the jacket as good as new.

When an engine is cold, difficulty is often experienced in starting it. Pour two thimblefuls of kerosene or gasoline in the cylinders. If this fails, heat the cylinders by pouring hot water in the water jacket or on the outside of an air cooled engine. If necessary put a little gasoline on the cylinders and light it, if the situation permits.

When the timer is adjusted so that it appears good all the way around, the motor can be turned over slowly and each coil adjusted as it "buzzes." To tell when the proper adjustment of the vibrator is made, remove the terminals from the spark plugs and hold them about a quarter of an inch from the cylinder. When the coil is properly adjusted, the spark shud jump at least that far. If not, look to the batteries.

Gasoline doesn't freeze but the water in it does. Gasoline left exposed to the air will evaporate with the result that moisture in the air condenses on the cold surface of the liquid, as it does on a pitcher of ice water on a hot day. Always keep gasoline vessels closed. To remove water from it, strain thru a chamois skin. Further don't have any low places in your pipe lines to trap water. A freeze up is bound to occur with the attendant stopping of the engine.

Carbureter trouble with gasoline engines is the bane of the elevator man. When the carbureter needs adjustment, go about it systematically, as mere tinkering will only make the trouble worse. Most carbureters on the market will give satisfactory service for a limited range of action, but this range is often found to be too restricted and it is then that the carbureter needs adjustment. The action may be correct at low speeds and all wrong at high, or the opposite is quite as apt to be the case.

The lubricant to use is of vital importance. As the cylinder of a gasoline engine runs under high heat, the degree of heat at which oil will burn or carbonize must be as high as possible. Again some oils yield a fire test sufficiently high to meet the requirements but contain acids injurious to the metal surfaces to be lubricated. Air cooled motors require a different lubricant than a motor cooled by water, as the former attains a much higher temperature. Use the oil advised by the manufacturer of the engine.



New 30,000-bu. Elevator of Farmers Elevator Co. at Abilene, Kan.

Grain Trade News

ARKANSAS.

Helena, Ark.—Every effort is being made to finish the elvtr. of Berton & Johnson in time for the fall river traffic. A tram motor truck will take the place of laborers in handling shipments to and from the docks.

CANADA.

Morse, Sask.—The Morse Elvtr. Co. incorporated.

Brock, Sask.—The Brock Elvtr. Co. Ltd. incorporated.

Winnipeg, Man.—The International Elvtr. Co. recently sold its elvtr. property at St. Boniface to a firm of builders.

Davidson, Sask.—The Saskatchewan Co-operative Elvtr. Co. has resumed work on its 30,000-bu. elvtr. at this point.

Winnipeg, Man.—We are building elvtrs. at Durban, Ashville and Culross.—Wm. J. Lindsay, mgr. Grain Growers Grain Co.

Dafoe, Sask.—I am now mgr. for the National Elvtr. Co., at this station. I was formerly at Wood Lake, Minn.—W. F. Werner.

Winnipeg, Man.—The offices of the Dominion Grain Co., temporarily located at Fort William, will soon be transferred to this city.

Winnipeg, Man.—John Billings & Co., Ltd., incorporated; capital stock, \$60,000; incorporators, John Billings, R. L. Billings and Iman Salberg.

Winnipeg, Man.—Gibbs & Robinson, grain distributors in this city and New York, have dissolved partnership, both partners retiring for a rest.

Humboldt, Sask.—All of the material, including the machinery for the new elvtr. of the Farmers Elvtr. Co., has arrived and the work is being rushed.

Winnipeg, Man.—The Federal Grain Co., incorporated; capital stock, \$40,000; incorporators, W. Herriot, James Steward, G. H. Yule, M. M. Perdue and W. E. Davidson.

Winnipeg, Man.—The Royal Grain Co., western correspondent for Piper, Johnson & Co., Minneapolis, has decided to limit its operations exclusively to the cash grain business.

Winnipeg, Man.—The Grain Growers Grain Co. has taken over the elvtrs. of the Manitoba government, as agreed, and is now handling the crops at all points, all agts. having been appointed.

Victoria, B. C.—The Vancouver Grain & Mfg. Co. has taken over the grain business of T. H. Horne. Robert McKee, formerly in the Vancouver office of the company, will manage the branch.

Saskatoon, Sask.—The Canadian Grain Co., Ltd., incorporated; capital stock, \$100,000; incorporators, Duncan McCallum, R. E. Stewart, Chas. H. Vannatter, Thos. P. McCallum and Geo. H. Stewart.

Port Colborne, Ont.—Bids for the erection of the steel superstructure of the addition to the Government Elvtr. at this port, were received up to Sept. 16 and the contract will be awarded at an early date.

Port Colborne, Ont.—The contract for a 500,000-bu. concrete annex to the milling plant of the Maple Leaf Mfg. Co., to cost \$80,000, has been let to J. H. Tromanhauser. This will give the company a capacity of 1,500,000 bus.

Montreal, Que.—The alterations on Elvtr. No. 2 of the Harbor Commissioners, have been completed and 2,000,000 bus. more of storage is now available, grain now being taken into the elvtr. by conveyors from Elvtr. No. 1 from the marine leg.

Fort William, Ont.—Acting Grain Inspector F. Symes reports that 115,000,000 bus. of grain passed thru the elvtrs. at the head of the lakes during the crop year ending Aug. 31, 1912, compared with 30,000,000 for the preceding crop year ending Aug. 31, 1911.

Toronto, Ont.—The Board of Trade is endeavoring to secure a new rule to the effect that 5 days after shipping instructions are filed, elvtr. charges for storing grain shall cease, making the elvtr. men responsible for securing of cars and the carrying out of the order for shipment.

Regina, Sask.—The Saskatchewan Co-operative Elvtr. Co. held its annual meeting Aug. 21 and reported a most successful year, the net balance for the year being \$52,461. Shares in the company are held by 8,962 farmers, and when building operations for the year close, they will own 140 elvtrs.

Montreal, Que.—Ways and means of increasing the harbor storage capacity for grain were discussed at a meeting attended by the harbor commissioners, F. W. Cowie, chief engineer, and David Sneath, sec'y of the harbor board, and by J. D. Hazen, minister of marine and fisheries, Sept. 10, and the commissioners were given permission to erect a 1,500,000-bu. elvtr. as an addition to Elvtr. No. 1. Work will be started at once and the elvtr. is to be ready for grain in the fall of 1913, when the harbor commissioner will have a total capacity of 5,140,000 bus.

Calgary, Alta.—Officers of the Alberta Elvtr. Co., the new English syndicate which recently purchased 94 elvtrs. in this province, are Nicholas Bawlf, Winnipeg; R. B. Bennett, Pat Burns, D. R. Ker, of Calgary; and John MacFarland, former director of the Alberta Grain Co., who will be mgr. of the new company. The company expects to handle all its cargoes by way of the Pacific and the Panama canal. In addition to elvtrs. on the various lines of railways, terminal elvtr. sites have been secured at Calgary and a ten-acre site each in Edmonton, Red Deer and McLeod.

On Sept. 1 the new rules for grading flaxseed went into effect, as follows: No. 1 northwestern Canada flaxseed shall be mature, sound, dry and sweet, and contain not more than 12½% of damaged seed, and weigh not less than 51 lbs. to the bushel of commercially pure seed. No. 2 Canada western flaxseed shall be mature, sound, dry and sweet, and contain not more than 25% of damaged seed, and weigh not less than 50 lbs. to the bushel of commercially pure seed. No. 3 Canada western flaxseed shall be flaxseed which is immature or musty, or which contains more than 25% damaged seed, and is fit for warehousing and testing not less than 47 lbs. to the bushel of commercially pure seed.

Winnipeg, Man.—The fact that there are 500 grades or variations of grades of wheat at present recognized by the inspection dept., and that nearly all of them are represented in the 2,000,000 bus. now in store at the Head of the Lakes, was forcibly presented by Chairman Magill before a recent meeting of the grain commission, board of terminal elvtr. owners, grain exporters, railroad representatives and grain men. He also pointed out the fact that this multiplicity of grades was tying up the storage facilities to an alarming extent and demanded that some means of reducing the number of grades to be permitted in the grading of the new crop as well as a way of combining some of the variations of the grades of the grain now in store, be made. A com'te was appointed to report as to whether anything can be done to relieve the situation.

Fort William, Ont.—The Lake Shippers Clearance Ass'n. reports that during the season just ended, 134,652,000 bus. of grain were shipped thru its offices, compared with 82,000,000 bus. for the season of 1911. The registration of all warehouse receipts issued by the terminal elvtr. companies, will be done this coming season by the new board of grain commissioners, who have adopted practically the same system as has been heretofore in use.

Winnipeg, Man.—The annual meeting of the Grain Exchange was held Sept. 11, with retiring Pres. Donald Morrison in the chair. The work accomplished in the year as reviewed by the pres. and the report of the council of the Exchange were sources of satisfaction to the members. A blue print showing the proposed enlargements and improvements to be made in the Exchange Bldg. was posted on the exchange floor and when a vote was taken during the meeting, the council was authorized to arrange with the Traders Building Co. to make the improvements. A new wing 123 ft. long and 66 ft. wide will be built, connecting with the present building by corridors. The trading floor and sample room will occupy an entire floor and will be equipped with every possible appliance for handling sample grain. Efforts will be made to establish a sample market here by Sept. 1, 1913. The Exchange will work under the new grain act during the coming year, the act being mainly based on the old Manitoba grain and inspection acts, with a few important additions, including the grain commission, and the authority practically vested in it to sanction changes in present methods of doing business, such as the permission to mix grain, which makes a sample market practicable. One of the principal changes in the inspection act is in connection with flaxseed, several new grades having been added. Officers of the council were elected as follows: pres., Andrew Kelly; vice-pres., A. K. Godfrey; sec'y-treas., C. N. Bell. Council, H. T. Swart, John Fleming, G. R. Crowe, G. V. Hastings, W. L. Parrish, Donald Morrison, A. C. Ruttan, J. C. Gage, W. E. Milner, Geo. Fisher, S. T. Smith. Com'te of arbitration, C. Tilt, A. D. Chisholm, John Fleming, W. L. Parrish, A. R. Hargraff, H. N. Baird, F. N. McLaren. Com'te of appeals, Thomas Thompson, W. W. McMillan, E. S. Parker, S. P. Clark, S. A. McGaw, S. Spink, E. W. Kneeland.

IDAHO.

Rockland, Ida.—The elvtr. under construction for Morris & Houtz is 26x36 ft., three stories in height, with a capacity of 12,000 bus. The warehouse will have a capacity of 35,000 bus.

ILLINOIS.

Sycamore, Ill.—G. L. Eddy has succeeded W. H. Thomas.

Blackstone, Ill.—John Harner has succeeded Dunlap & Ruddy.

Mayview, Ill.—H. T. Walton has succeeded J. B. Walton & Sons.

Bruce, Ill.—I have leased my elvtr. to L. R. Garrett.—R. C. Parks, Kirksville, Ill.

Alpha, Ill.—F. L. Hough will equip his elvtr. with a Hall Signaling Distributor.

Maple Park, Ill.—John Glidden has succeeded S. S. Footh and the elvtr. is closed.

Bolton, Ill.—Cars are becoming scarcer every day.—C. E. Kyle, mgr. Edwin Burt.

Lawrenceville, Ill.—The Horner Elvtr. & Mill Co. is building an addition to its warehouse.

Prairie Center, R. F. D. Troy Grove, Ill.—The Farmers Elvtr. Co. has voted to build an elvtr.

New Canton, Ill.—W. Heidloff has installed a Hall Signaling Grain Distributor in his elvtr.

Newman, Ill.—Farmers Elvtr. Co. incorporated; capital stock \$1,200; incorporators Jno. F. Lyons, Henry Funsinn and T. J. Flaherty.

San Jose, Ill.—The elvtr. of Wayne Bros., burned Aug. 30, will be rebuilt at once. Loss, \$16,000; insured.

Paris, Ill.—We will increase the capacity of our elvtrs. at Dudley, Vermilion and Mays.—Rudy & Co.

Westervelt, Ill.—The recently incorporated Westervelt Grain Co. has selected a site for an elvtr. to be built at once.

Chippis sta., Sullivan p. o., Ill.—Frank Warren has bot a half interest in the elvtr. of E. A. Davis.—L. Buckner, Arthur.

Dimmick, Ill.—W. H. Marks has succeeded Bartlett, Frazier & Co. at this station and at Culton sta., Mendota p. o.

Gerald sta., Armstrong p. o., Ill.—The elvtr. of H. C. Bear & Co. was closed for a time recently on account of lack of cars.

Stockdale, Ill.—The Rock Island Ry. Co. is building sheep yards in connection with its elvtr. The Burrell Eng. Co. has the contract.

Colvin Park, Ill.—The Holcomb-Dutton Lbr. Co. has bot the elvtr. and lumber yards of W. O. Ollman. Chas. Cole will be mgr.

Williamsburg, R. F. D. Lovington, Ill.—Wm. Murphy of Fairland has succeeded me as agt. for Paul Kuhn & Co. at this station.—L. Buckner, Arthur.

Urbana, Ill.—Sec'y S. W. Strong has now been associating with the high-brows so long he readily denies that he is suffering intensely from neurasthenia.

Taylorville, Ill.—The contract for the new 50,000-bu. elvtr., costing \$12,000, of O. H. Rink at this station, has been let to the Burrell Eng. & Constr. Co.

Ocoya, Ill.—Howard Grotevant has succeeded M. Thompson as mgr. for Graham & Bennion, Mr. Thompson going to Woodland, to take charge of a large grain business.

Benton, Ill.—My feed and grain warehouse at this station burned Aug. 18, the loss being partially covered by insurance. I hope to rebuild in the near future.—H. M. Aiken.

Stillwell, Ill.—Union Grain Elvtr. Co. incorporated; capital stock \$2,500; incorporators Saml. Peterson, Wm. Sanderson, Peter Hartman, Wm. R. Tanner and Glen Steiner.

Pekin, Ill.—The Turner-Hudnut Grain Co. will build a \$15,000 Ellis Drier of 1,000 bus. per hour capacity on the site of the engine room, near the elvtr., the building to be 40 ft. high.

Decatur, Ill.—L. P. Kizer of Hammond, Ill., and myself have succeeded C. A. Burks & Co. in the grain brokerage business, operating under the name of Kizer & Co.—J. A. Freeman.

Springfield, Ill.—Car shortages at Illinois points will be investigated by the Illinois Railroad and Warehouse Commission, which has just decided to put a man on the road to look into complaints.

Homer, Ill.—Influential citizens of this city are circulating a petition to have the interurban line extended three miles south of here to Harvard Corner, where it is planned to build a large elvtr.

Springfield, Ill.—Work on the new plant of the Beggs & Linn Elvtr. Co. has been commenced; the building now under construction will be 60x90 ft. The cereal plant will not be built until later.

Roberts, Ill.—The Roberts Farmers Grain & Supply Co. will build a 30,000-bu. cribbed elvtr., covered with galvanized iron. The Burrell Eng. Co. has the contract, the building to be completed by Nov. 30.

Rantoul, Ill.—The home of Thos. New, mgr. of Murray & New at Tomlinson, caught fire at 8 p. m., Aug. 28, destroying the south wing and badly damaging the entire structure. It will be rebuilt at once.

Peoria, Ill.—Supt. S. M. Russell of the Toledo, Peoria & Western has gone to Philadelphia, Pa., to confer with the heads of the Pennsylvania Lines in an effort to obtain grain cars in order to give relief to the farmers and grain merchants on his line.

Clifton, Ill.—The R. F. Cummings Grain Co. on Sept. 11 received a larger amount of grain in bushels than on any single day in the history of its business, established in 1864. Farmers were delivering old corn on contract and finishing threshing.

Hudson, Ill.—The elvtr. of the Hudson Grain & Coal Co. is being overhauled and repaired. The Barnard & Leas Cleaner will be moved from the cupola to the first floor, and new steel spouting to all bins and a B. S. Constant Manlift will be installed.

Magnet, R. F. D. Mattoon, Ill.—The elvtr. of Thos. Ferguson at this station was threatened with destruction by fire when a spark from the sheller engine ignited the dust from the sheller. A bucket brigade was formed and after hard work the elvtr. was saved, the damage amounting to only \$400.

Pekin, Ill.—The steel grain barge of the Turner Hudnut Co. was launched Sept. 8. The hull contains four compartments and the entire cargo can be brot to the center of the boat for unloading. Being entirely of steel heavily reinforced and braced, it will be practically impossible to sink or disable the boat.

Jacksonville, Ill.—Beggs & Lewis will raise their City Elvtr. so that up-to-date machinery can be installed. A new distributing spout and a manlift will be added to the equipment and the capacity of the elvtr. greatly increased. The work of remodeling will be rushed and improvements finished in time for this year's corn.

Springfield, Ill.—The new \$150,000 elvtr. of Beggs & Lynn will have a frontage of 863 ft. on the C. P. & St. L. tracks and 260 ft. on the C. H. & D., the building to be 145 ft. wide at the end, with a 260x115-ft. "L." It is rumored that in addition to being used as a storage house, it will also be used as a cereal factory.

Urbana, Ill.—The following have recently become members of the Illinois Grain Dealers Ass'n: C. E. Babb & Co., Buckley; B. C. Beach & Co., Champaign; Geo. L. Bowman & Co., Peoria; O. H. Cannon & Co., Decatur; G. L. Eddy, Sycamore; C. L. Foucht, Rutland; J. N. Hershberger, Leverett; Kizer & Co., Decatur; Mahomet Grain Co., Mahomet; G. C. Outten Grain Co., Decatur; Geo. Petri, Rankin; Powell & Rice, Duval (mail Shelbyville); H. T. Walton, Mayview, and F. L. Warner, Arrowsmith.—S. W. Strong, sec'y.

To determine if carriers have used due diligence in forwarding cars and also if cars have been held an undue length of time accumulating a heavy interest charge between dates of inspection and weighing, the officers of the Illinois Grain Dealers Ass'n have requested members to forward to S. W. Strong, sec'y, at Urbana, Ill., the following four particulars on each car shipped to markets where interest is charged as well as to those not charging interest: (1) Car No., initial, date, kind of grain, destination; (2) date of inspection; (3) date when weighed; (4) amount of interest paid on each car.

Chicago, Ill.—To take up the matter of the absorption of switching charges on Illinois grain at Chicago on the Illinois Central, C. & E. I., Wabash, C. & A., Santa Fe roads; and the one-cent arbitrary on Chicago shipments on the Wabash Railroad from points south, east and west of Bement, a conference was held last week at the office of W. M. Hopkins, manager of the transportation department of the Chicago Board of Trade, by Lee G. Metcalf, pres., and S. W. Strong, sec'y, W. R. Bach, attorney of the Illinois Grain Dealers Ass'n, accompanied by R. C. Baldwin, chairman of the claims com'te, J. M. Current and Fred Rose of Homer, Ill., and O. C. Benson of Fairmount, Ill. Both subjects were fully discussed, the matter of the switching charges being left in abeyance, while it was decided to take up the 1-cent arbitrary at a later conference, the attorneys meantime to prepare a report on legal points involved.

Conlogue sta., Paris p. o., Ill.—We will build a new elvtr. at this station.—Rudy & Co., Paris.

After the full discussion of the question of interest on advances on grain Bs/L the officers of the Illinois Grain Dealers Ass'n now desire to show that a rule is not equitable between shipper and buyer, which requires the shipper to be responsible for the forwarding of the car, after inspection, thru the terminal, to the carrier which is to take it East, or to the elevator for unloading; when the shipper can in no way use his influence; and when the buyer and the carrier both being on the ground, can much more effectively expedite the movement of the car.—S. W. Strong, sec'y, Urbana, Ill.

Champaign, Ill.—About 75 grain dealers attended the meeting of the Champaign local division of the Illinois Grain Dealers Ass'n, held here, Sept. 13. The subject under discussion was car shortage. The shippers believe that the railroads discriminate against grain. They supply special equipment for the handling of oil, coal, stock and stone and employ agts. to visit manufacturing centers and solicit shipments of freight, but they neither solicit shipments of grain, nor have special equipment for it, nor make any special effort, when the greatest crop of agricultural products the country ever produced is at hand and ready to be moved. Pres. Lee G. Metcalf, of Illiopolis, urged the members to give active support to the efforts of the officers of the ass'n. He reported that the Railroad & Warehouse Commission, in July, sent a letter to all the railroads in the state, urging them to get the bad order cars into shape, secure additional motive power and make whatever arrangements possible for the movement of grain. He also said that the Commission had sent out a special letter to every shipper in the State, urging co-operation in expediting the transportation of cereals; that the Commission would send out soon a car shortage man, whose sole duty it would be to look after the interests of the grain dealers in securing adequate equipment for the transaction of their business. Nearly all who were present participated more or less in the discussions, and a com'te consisting of W. T. Foote, H. T. Walton and Wm. Murray, was appointed to draft resolutions, addressed to the Board of Directors of the Ass'n, requesting that they take up the question of car shortage with the Railroad & Warehouse Commission, and do anything possible or practicable to assist the Commission in their efforts to induce the railroads to furnish sufficient equipment for the movement of grain. The com'te on resolutions was instructed to report at the next meeting of the Division, which will be held Sept. 27. After the business meeting, a lunch was served by the Champaign grain dealers.—S. W. Strong, sec'y Illinois Grain Dealers Ass'n.

CHICAGO NOTES.

The National Elvtr., operated by the Central Elvtr. Co., has been declared regular.

The vote Sept. 17 in favor of making velvet chaff wheat a contract grade, was 213 to 192.

John E. Bastien, who is with Frank Marshall, has returned from a 5,000-mile vacation trip.

Henry George Vogle, trader in the corn pit of the Board of Trade, died recently of pneumonia.

The rate of interest for advances on grain Bs/L has been set at 6% during September by the finance com'te of the Board of Trade.

Geo. F. Baldwin, for many years a prominent figure on the Board of Trade, died Sept. 13, at the age of 58. Mr. Baldwin retired 10 years ago.

The special building com'te of the Board of Trade has authorized architects to draw preliminary plans for a new building, to be ready to be submitted to the members within 30 days.

C. B. Pierce, Robert McDougal and C. H. Canby represented the Chicago Board of Trade at the meeting of the International Chamber of Commerce, held in Boston, Sept. 23 to 25.

Switching charges on grain and grain screenings were advanced from \$3.00 to \$4.50 per car of any weight, Oct. 1, by the C. & N. W. R. R., between its industries and connecting lines.

The offices of Finley Barrell & Co. have been moved from the Monadnock Block to the ground floor of the Rookery Bldg. The new quarters are spacious and well arranged, with a model blackboard.

George Ellison, one of the two oldest members of the Board of Trade, has retired, having recently sold the membership which he has held since 1859. He was known as an oats specialist, and is 77 years old.

Chas. G. Case, for over 30 years active in the cash grain trade, died Sept. 9, while on a visit to his old home in Delphi, Ind. He was well known on 'Change and was at one time connected with the Nash-Wright Grain Co.

The special com'te composed of E. S. Thomas, Robt. P. Kettles and H. A. Foss, to estimate the contents of regular elvtrs., has reported that their estimate of 6,402,579 bus. of grain corresponds practically to the amount, 6,429,280 bus., shown by the warehouse receipts outstanding.

Oscar C. White, traveling representative for P. H. Schiffin & Co., was thrown from an automobile when a tire blew out, while en route to El Paso, Ill., and sustained a badly broken arm, the break being just above the elbow. He is reported as getting along favorably and expects to be back on the road in a few weeks.

Suit to test the constitutionality of the employers' liability act was filed in the circuit court Sept. 23, one of the specific instances of alleged unconstitutionality of the act being that it violates and impairs provisions of section 2 of article II of state constitution and section 1 of fourteenth amendment of constitution of the United States in that it deprives citizens of liberty and property without due process of law, and denies them equal protection of laws.

Applications for membership in the Board of Trade have been made by Peter F. Smith, Jos. R. Patton, Allen R. Nickell and Adolph E. Norden. The following have been admitted to membership: Raymond P. Lipe, Richard Williams, Philip A. Graf, Harold C. Sears, Jos. Z. Miller, James C. Beatty and James F. Howard. The memberships of Friedel L. Schuyler, Zina B. Crafts, Chas. G. Case, Chas. M. Harrington, Chas. Henry Wade, and Harold L. Mack have been posted for transfer. Memberships are quoted at \$2,350 net to buyer.

Team track storage charges on the C., B. & Q., effective Oct. 15, as provided in tariff G F O 9544-A, will be as follows: No charge will be made for the first 48 hours after car is placed on team track for loading or unloading. Time to be computed from first 7:00 a. m. after placement and after the day on which notice has been sent. For next succeeding 2 days the charge will be \$1 per car per day or fraction thereof. For each succeeding day thereafter the charge will be \$2 per car per day or fraction thereof.

The C., M. & St. P. Ry. has announced that, effective Sept. 26 on bulk grain from Missouri River or points beyond, delivery to boats at Chicago and thru elvtrs., will be made at charge of $\frac{1}{4}$ c per bu., in addition to tariff rates to Chicago, where elvtrs. will perform said delivery service for a charge of not to exceed $\frac{1}{2}$ c per bu., which charge will be assumed by the C., M. & St. P. Ry. As previously announced, all other Missouri River lines, with the single exception of the C. & N. W. Ry., now have in effect tariffs covering this arrangement; and we are advised that it is the intention of the C. & N. W. Ry. also to publish similar tariff.—W. M. Hopkins, mgr. Transportation Dept., Board of Trade.

CHICAGO CALLERS: Lee D. Jones, Memphis, Tenn.; J. A. Henebry, Plainfield, Ill.; J. J. Overmyer, Kouts, Ind.; M. R. Walsh, Campus, Ill.; Chas. B. Wing, gen. mgr. Wing Seed Co., Mechanicsburg, O.; Ed. Hasenwinkle, Iowa representative of the J. Rosenbaum Grain Co., Des Moines, Ia.

Receipts of grain at Chicago during August included 6,295,500 bus. of wheat, 6,408,850 of corn, 14,550,900 of oats, 234,800 of rye, and 864,700 bus. of barley; compared with 8,850,500 bus. of wheat, 6,708,000 of corn, 13,317,600 of oats, 174,000 of rye and 1,183,000 bus. of barley received in August, 1911. Shipments for the month included 9,229,900 bus. of wheat, 4,408,450 of corn, 7,666,300 of oats, 75,400 of rye and 115,000 bus. of barley; compared with 7,252,000 bus. of wheat, 5,759,200 of corn, 6,691,000 of oats, 17,400 of rye, and 217,800 bus. of barley shipped in August, 1911.

INDIANA.

Huntington, Ind.—Henry Silver and Jacob Gelzlsleichter have entered the grain business at this point.

Fort Wayne, Ind.—J. B. Niezer, banker, well known to hay and grain men, died Sept. 15, at the age of 66.

Seymour, Ind.—G. R. Anderson & Co. will improve their elvtr., adding new elevating machinery for unloading corn.

Rileysburg, Ind.—Wm. E. Gaskin, mgr. for Marble & Current, was quietly married to Miss Edna V. Mills, Sept. 14.

Boyleston, Ind.—We have finished our new house, having torn down our old one and have installed new machinery thruout.—Clifton, Cohee & Co.

Thorntown, Ind.—Earl McCorkle and myself have bot the elvtr. of Witt & Doan, taking possession Oct. 1. We will operate under the name of Stall & McCorkle.—Robert S. Stall.

Columbia City, Ind.—We have just incorporated and will soon be in a position to ship all kinds of farm produce, including grain, seeds and hay.—T. L. Line, mgr. Columbia Equity Exchange.

Indianapolis, Ind.—Noah W. Miller, for 12 years purchasing agt. for Wm. Rouse & Sons, and his brother, Nelson W. Miller, have formed the Miller Grain Co. and will do a shipping and receiving business in grain and hay.

Attica, Ind.—John T. Nixon has bot the city mill property of C. O. Enochs and will remodel it into an up-to-date elvtr. The building is large and will have a capacity of 70,000 bus. Harry VanDeventer, Mr. Nixon's son-in-law, will be mgr. when the building opens Nov. 15.

Morocco, Ind.—The new elvtr. of Mike Duffy is of cribbed construction with concrete foundation and is ironclad. Equipment will include U. S. Shellers, Cleaners, Dumps and Feeders and a 15,000-bu. Richardson Automatic Scale. It will be operated by electricity and will be ready for business Dec. 1.

Pendleton, Ind.—Taylor & Brown will tear down their old plant and build a 25,000-bu. ironclad, cribbed elvtr. with concrete foundation. It will have allover lead bins and be operated by steam. The shell-ing and cleaning capacity will be 800 to a 1,000 bus. L. J. McMillin will do the work, which is to be finished Dec. 1.

Indianapolis, Ind.—The com'te appointed at the June meeting of the Indiana Grain Dealers Ass'n, to co-operate with like com'tes from other ass'ns in the matter of a review and modification of the Arbitration Rules, will continue indefinitely. Members are E. M. Wasmuth, Roanoke, W. B. Foreman, LaFayette, and myself.—Chas. B. Riley, sec'y.

Cates, Ind.—The contract has been let by the Cate Grain Co. to the Reliance Constr. Co. for a 15,000-bu. cribbed ironclad elvtr. with concrete foundation; equipment to include two elvtr. legs, a Western Manlift, Western Sheller and Cleaner, Avery Automatic Scale and Fairbanks-Morse Gasoline Engine. Work on the foundation has just been started.

Indianapolis, Ind.—E. G. Hadden of Milwaukee has been admitted to membership in the Board of Trade.

Millville, Ind.—The elvtr. of Geo. Bowen, containing 18,000 bus. of wheat and considerable oats, clover seed and flour, burned at 3:30 a. m., Sept. 20. The fire is that to have started from a spark from a R. R. engine; building and machinery a total loss, amounting to \$14,000; some insurance. Mr. Bowen's home adjoining the elvtr. was also destroyed.—H. C. Teeter.

Raber sta., Peabody p. o., Ind.—The Crowell Grain Co. incorporated; capital stock \$20,000; incorporators, Oscar Crowell, Merritt Crowell and John H. Kumbarger. The headquarters of the new company are to be at this station, with Oscar Crowell as mgr. and John Kumbarger in charge of the local elvtr. Other elvtrs. and warehouses will be built at advantageous points thruout the state. Oscar Crowell, who has been managing the elvtr. here, fell into a corn bin Sept. 11 and splintered one of the bones in his left leg, and will be laid up for some time.

Nickel sta., Valparaiso p. o., Ind.—Elvtr. purchased by us was owned by R. Mayfield and operated by C. F. Davidson of Bluffton, having formerly belong to the Maxwell Grain Co. The new company has five stockholders, officers being S. D. Bailey, Wanatah, pres., A. F. Wiesjahn, Wanatah, vice-pres., J. G. Bauer, Valparaiso, treas. and mgr., and J. J. Overmyer, Kouts, auditor and sec'y. As mgr. and treas. I have charge of all the business. We are contemplating improvements in the elvtr.—J. G. Bauer, Nickel Grain Co. P. E. Goodrich, Winchester, was originally sec'y but has turned the job over to Mr. Overmyer on account of residing so far away.

IOWA.

Mediapolis, Ia.—We are going to build an elvtr.—Foster & Co.

Lovilla, Ia.—H. W. Kaster has bot the grain and feed store of J. N. Caster.

Rockwell City, Ia.—The Farmers Elvtr. Co. incorporated; capital stock \$3,000.

Lamoni, Ia.—Farmers of this vicinity are organizing the Farmers Grain & Seed Co.

Cloverdale, Ia.—F. W. Case of Hardwick is the new buyer for the Davenport Elvtr. Co.

Lidderdale, Ia.—The Haynes Grain Co. is building a 15,000-bu. addition to its elvtr.

Paullina, Ia.—The new 45,000-bu. elvtr. of the Farmers Grain & Supply Co. is complete.

Sac City, Ia.—The coal bins of the J. B. Adams Elvtr. Co. burned Sept. 13; loss \$2,000.

Hornick, Ia.—D. A. Aitken of Sioux City has bot the elvtr. of F. Haitz; Wm. Waterman will be mgr.

West Union, Ia.—The West Union Co-operative Commission Co. has bot the elvtr. of Dan O'Halloran.

Mapleton, Ia.—C. W. Baker has leased the elvtr. of the Neola Elvtr. Co., operated under lease by Downing & Kelly.

Lena, Ia.—Griffin Bros. now own and operate the elvtr. here under the name of the Lena Elvtr. Co.—P. J. Harvey, Gowrie.

Hanlontown, Ia.—The elvtr. and warehouse of the Western Elvtr. Co. has been painted and the buildings thoroly repaired.—Agt. Independent Grain & Lbr. Co.

Rock Valley, Ia.—I am now mgr. of the Farmers Elvtr. Co. at this station, having formerly been agt. for the Thorpe Elvtr. Co. at Sioux Center, Ia.—Wm. Schauter.

Cedar Rapids, Ia.—Lew Benedict, an insurance man, while investigating the fire loss in the ruins of the elvtr. of the Jackson Grain Co., fell into an elvtr. pit and suffered severe injuries.

Schaller, Ia.—The elvtr. of J. E. Adams, containing 15,000 bus. of grain, burned Sept. 7; loss heavy, partially covered by insurance. Mr. Adams recently purchased the elvtr. from Conger, Ball & Co., taking possession Aug. 1.

David, Ia.—The elvtr. of D. McLaughlin is open and receiving grain.

Hawarden, Ia.—D. S. Dick, mgr. of the Farmers Elvtr. Co., resigned his position Aug. 1 and will represent Johnstone & Templeton, of Milwaukee, on the road in Iowa and South Dakota.

Gruver, Ia.—We have wrecked our old house and have built a 30x38x42 ft. cribbed elvtr., having a capacity of 40,000 bus. A manlift has been installed and a cleaner will be added later.—I. G. Wiley, mgr. Gruver Farmers Elvtr. Co.

Onawa, Ia.—Our elvtr. caught fire at 10:30 p. m., Sept. 11, and is a total loss, with a reasonable amount of insurance. The elvtr. contained 900 bus. of grain, mostly wheat. We will rebuild at once, putting up a 50,000-bu. strictly modern house.—A. D. Post, mgr. Farmers Elvtr. Co.

KANSAS.

Cawker City, Kan.—The Farmers Union will build an elvtr.

Hayne, Kan.—The Bolin-Hall Grain Co. will build an elvtr.

Bentley, Kan.—J. A. Armour has bot the elvtr. of A. E. Barkemeyer.—S.

Mound City, Kan.—The Blaker Lbr. & Grain Co. is building an elvtr. at this station.

Greenleaf, Kan.—I have succeeded the Skoogard-Nelson Grain Co.—L. H. Hammett.

Wellington, Kan.—J. D. Infield will build a 10,000-bu. elvtr., the foundation to be concrete.

Englewood, Kan.—The Farmers Grain & Supply Co. has bot the elvtr. of Edmisson Bros.—S.

Protection, Kan.—J. E. Kirk of Minneola has bot E. M. Blue's elvtr. and is now operating it.—S.

Sedgwick, Kan.—A. E. Barkemeyer, having leased his elvtr. will spend the coming winter in Florida.—S.

Arkansas City, Kan.—W. A. Probst is increasing the capacity of his elvtr. and making other changes.—S.

Bloom, Kan.—The Southwest Grain Co. will install Hall Signaling Distributors in its elvtrs. at Fowler and Bloom.

McPherson, Kan.—Ben Nelsen, formerly mgr. of the Farmers Elvtr. Co., has leased the P. V. Elvtr.—F. P. Hawthorne.

Neola, Kan.—W. T. Shute of Macksville has just completed his new 12,000-bu. elvtr. at this station and is now taking in grain.—S.

Frankfort, Kan.—The elvtr. of Wm. Crevier, operated by the Gano Grain & Coal Co., was struck by lightning Aug. 31 but little damage was done.—S.

Columbus, Kan.—Hamilton & Way have bot the elvtr. of W. E. Best. The elvtr. of Fudge & Thomas is not in operation at present.—Stauffer Cammack & Co.

Salina, Kan.—H. J. Stover has been appointed receiver of the Wickham Grain Co. Pres. H. W. Wickham of the defunct company has disappeared and has not been found.

Douglas, Kan.—The Conklin Grain Co. has been making extensive improvements in its elvtr. at this station, and to reduce the fire hazard has covered the building with iron.—S.

Larned, Kan.—The car shortage problem is becoming serious in this section. Every elvtr. on the Jetmore branch of the A. T. & S. F. has discontinued buying and those at this station will also be compelled to close unless the situation is relieved at once.

Stafford, Kan.—There is no Big Four Grain Co., the firm name being the South West Grain Co. J. N. Pose, Stafford, is pres., J. A. Tubbs, Stafford, sec'y and treas., and J. D. Freeman, O. J. Rolo, and myself, with the two officers mentioned, form the directorate. We have incorporated for \$50,000 and have completed an elvtr. at Bloom. Elvtrs. will also be built at Bucklin, Minneola and Fowler.—C. F. Bucher.

Acres, Kan.—The newly organized Farmers Elvtr. & Merc. Co. has bot the elvtr. of D. C. Brown and has taken possession.—S.

LOUISIANA.

NEW ORLEANS LETTER.

The contract for the slips at the Chalmette docks has been let by the St. L. & San F. Ry. Co., the work to cost \$800,000. When the work of the slips is completed an elvtr. with a capacity of 500,000 bus. will be built.

Heavy exportations of grain were made last week to Honduras, Guatemala, Costa Rica and Panama. On account of the revolution in Nicaragua, which has kept that country in turmoil for many weeks, orders from the Central American republic were canceled temporarily.—K.

Practically all wheat and corn is in the western elevators of the Gould lines, awaiting booking for export. Ocean room is quoted five to six cents higher than Baltimore, Boston or New York and higher than Galveston. Charter rates are too high to afford relief by tramp steamer.—K.

Receipts of grain at New Orleans during August included 730,000 bus. of wheat, 131,000 of corn, 197,000 of oats, none of barley and no bus. of rye; compared with 183,000 bus. of wheat, 173,000 of corn, 123,120 of oats, no barley and no rye received in August, 1911. Shipments for the month included 152,000 bus. of wheat, 167,418 of corn, 6,297 of oats, no barley and no rye; compared with 280,000 bus. of wheat, 104,809 of corn, 18,433 of barley and no rye shipped in August, 1911.—H. S. Her-ring, sec'y Board of Trade.

MARYLAND.

Keedysville, Md.—The warehouse and elvtr. of W. C. Greeting, containing a large quantity of green wheat, burned recently.

BALTIMORE LETTER.

Exporters estimate that 10,000,000 bus. of oats will be sent from this port to Europe this fall, nearly 20 full-cargo steamers having already been chartered.

J. Collin Vincent has been devoting his time since the "germinating period" last spring, to the sale of 300,000 bus. of spot corn, sent to this port for export and held up by the stevedores' strike, and has succeeded in reducing the stock to less than 15,000 bus., earning the title of "Corn King" of this market.

Receipts of grain at Baltimore during August included 1,588,802 bus. of wheat, 183,180 of corn, 468,017 of oats, no barley and 9,307 bus. of rye; compared with 2,075,466 bus. of wheat, 205,123 of corn, 937,831 of oats, 1,321 of barley and 10,745 bus. of rye received in August, 1911. Shipments during the month included 647,158 bus. of wheat, 61,512 of corn, 800 of oats no barley or rye; compared with 1,707,081 bus. of wheat, 179,228 of corn, no barley or rye shipped in August, 1911.—James B. Hessong, sec'y Chamber of Commerce.

MICHIGAN.

Marlette, Mich.—The Holmes Grain Co. has bot a Hall Signaling Grain Distributor.

Bad Axe, Mich.—Fred M. Cross, formerly ass't sec'y of the Bad Axe Grain Co., has been advanced to the position of treas. of the company.

Melvin, Mich.—The Wilson Grain Co. has consolidated with Kerr & Dimond and the business will be conducted under the name of the Kerr Grain & Hay Co.; James Kerr will be mgr.

Lansing, Mich.—The Michigan Workmen's Compensation Act became effective Sept. 1. Like compensation acts in other states, the law affects owners of elvtrs. or any building in which machinery is used. The law is less radical than that enacted in many states.

Omer, Mich.—The Omer Mill & Elvtr. Co. will install a Hall Signaling Distributor in its elvtr.

Detroit, Mich.—Wm. Carson, senior member of the former brokerage firm of Carson, Craig & Co., died recently after a six months' illness. He was 76 years old and is survived by 6 children.

Shaftsbury, Mich.—Dinner was served to over 150 guests by W. O. Calkins, on the occasion of the opening of his new elvtr. Sept. 14. A big tent was erected in the open and the town ladies served the dinner. Mr. Calkins also provided two baseball games, foot races and a baby show for the amusement of his guests. Two brass bands furnished the music for the event.

MINNESOTA.

Waverly, Minn.—The elvtr. of the State Elvtr. Co. is now open.

Oakland, Minn.—The elvtr. of the Farmers Elvtr. Co. is now open.

Correll, Minn.—Wm. Tibbles will be mgr. of the Farmers Elvtr. Co.

Dovray, Minn.—C. A. Zieske and K. Kreuger have bot the elvtr. of the Farmers Elvtr. Co.

New Ulm, Minn.—The Minnesota Seed Co. will install a large scale in front of its new building.

Rose Creek, Minn.—Gilchrist & Co. have leased the elvtr. of John Cronan & Co. for the coming year.

Sanborn, Minn.—The new elvtr. of the Atlas Elvtr. Co. has been finished and is now ready for business.

Boyd, Minn.—G. J. Finska and Fred Eckhardt have leased the elvtr. of the Farmers Elvtr. & Merc. Co.

Beltrami, Minn.—C. O. Lekve has succeeded me as mgr. of the Thorpe Elvtr. Co.—A. Erwin, Beach, N. D.

Hartland, Minn.—The Farmers Elvtr. Co., which recently bot the elvtr. of G. T. Harris, has opened the house.

Ellendale, Minn.—The elvtr. of the Western Elvtr. Co. has been opened, with H. J. Schulz, of Summit, as buyer.

Wykoff, Minn.—The John Gund Brewing Co. has leased the elvtr. of the Wykoff Shipping Ass'n.—O. M. Rowley.

Blue Earth, Minn.—The Blue Earth City Mill Co. is installing two Hall Signaling Grain Distributors in its elvtr.

Alexandria, Minn.—The firm of Atwood Bros. & White is now out of business, having gone into the hands of a receiver.

Freeport, Minn.—Farmers have built a \$1,200 elvtr. three miles south of this station on the Soo, between Albany and New Munich.

Fosston, Minn.—We have installed a new set of dump scales and painted the elvtr.—Orin A. Thompson, mgr. Farmers Elvtr. Co.

St. James, Minn.—The elvtr. of the Minnesota & Western Grain Co. has been reopened under the management of E. M. Bocock.

Osakis, Minn.—The new 30,000-bu. elvtr. of the Osakis Mlg. Co. is rapidly nearing completion and the machinery will be installed at once.

New Ulm, Minn.—Chas. Silverson, pres. of the Eagle Roller Mill Co., operating a line of country elvtrs., died Sept. 20 after a lingering illness.

Albert Lea, Minn.—The Speltz Grain & Fuel Co. has bot the Albert Lea Feed Mill, owned by Mr. Hanson and will move it to the site of its new plant.

Mentor, Minn.—The Mentor Co-op. Co. has bot the elvtr. of the Minneapolis & Northern Elvtr. Co. and will open it as soon as needed repairs are made.

Le Sueur, Minn.—John Cole, a former elvtr. mgr. of this city, committed suicide Aug. 9 by shooting himself with a shotgun at his home in Inglewood, Cal. Ill health and despondency are given as the reasons for his rash act.

Spicer, Minn.—I am now running the elvtr. of the Duluth Elvtr. Co. at this station, having been transferred by my company from Kandiyohi.—Geo. Wilson.

Newfolden, Minn.—The Newfolden Farmers & Merchants Elvtr. Co. has bot the elvtr. of the Atlantic Elvtr. Co. and I am still mgr. of the elvtr.—J. O. Strombo.

Wilmont, Minn.—We have just started in business at this station, having bot the elvtr. of the Davenport Elvtr. Co. for \$4,000.—J. Kremer, mgr. Wilmont Farmers Elvtr. Co.

Glen Ullin, Minn.—Farmers Elvtr. Co. organized; capital stock, \$10,000; officers, Wm. Hens, pres.; J. J. Geitzen, sec'y. The new company has bot the elvtr. of the Golden Valley Indpt. Grain Co.

Echo Minn.—The Equity Elvtr. & Trading Co., of Wood Lake, has bot the elvtr. of the Gt. Western Grain Co. at this station. H. Milbradt is sec'y of the company.—G. O. Gjermundson, mgr. Farmers Warehouse Ass'n.

Duluth, Minn.—The Northern Pacific Railway has given notice that after Sept. 16, no grain cars billed to "Order" and handled by it will be switched to elvtrs. or mills in Duluth or Superior until the original B/L is in the possession of the railway company.

Bloomington, Minn.—The Hunting Elvtr. Co. has leased the elvtr. of M. M. Guthrie, formerly operated by the L. G. Campbell Mlg. Co. and opened for business Sept. 16, with L. F. Gottlieb, of Plymouth, Ia., as temporary agt. Mr. Gottlieb will remain until J. F. Beatty, the regular buyer, recovers from his recent illness and is well enough to take charge.

MINNEAPOLIS LETTER.

The Devereux elvtr. has been declared "regular," under Chamber of Commerce rules.

A. A. Lee, formerly mgr. of the Farmers Elvtr. Co. at Hatton, N. D., is now traveling representative for Randall, Gee & Mitchell.

The Spencer-Kellogg Co. is calling for tenders on the construction of a new 500,000 bu. storage warehouse in this city. The construction will be reinforced concrete.

The following have been granted membership privileges in the Chamber of Commerce: Red Wing Malting Co., corporation; Tierney-Chambers Co., Clark & Martin, White-Fowler Grain Co.

An effort to have the personal property assessment against the memberships in the Chamber of Commerce annulled, was made by representatives of the Chamber who recently appeared before the state tax commission.

The reinforced concrete warehouse to be erected by the Minnesota Linseed Oil Co., will be 90x214 ft. and will be built entirely of terra cotta and fenestra sash. The building will be designed for six stories, but only three will be finished for the present.

The following memberships in the Chamber of Commerce have been transferred: From C. M. Harrington to Joseph F. White; J. M. Jenks to Frank N. Hinkley; W. H. Graves to E. K. Stratton; H. R. Lyon to W. C. Krise; E. A. Woodward to G. D. Rogers. The membership of James G. Lawrence has been posted for transfer to W. B. Webb.

Receipts of grain at Minneapolis during August included 8,761,050 bus. of wheat, 345,030 of corn, 1,373,830 of oats, 2,001,340 of barley and 842,510 bus. of rye; compared with 666,000 bus. of wheat, 663,150 of corn, 832,860 of oats, 1,126,600 of barley and 391,940 bus. of rye received in August, 1911. Shipments during the month included 1,992,730 bus. of wheat, 183,160 of corn, 827,680 of oats, 1,161,200 of barley, and 260,680 bus. of rye; compared with 2,342,230 bus. of wheat, 241,100 of corn and 233,190 of oats, 500,710 of barley and 123,240 bus. of rye shipped in August, 1911.—Jno. G. McHugh, sec'y Chamber of Commerce.

The Banner Grain Co. has increased its capital stock to \$100,000.

The Northwestern Products Exposition mgrs. have made arrangements with Geo. C. Stevens Co. of Chicago to have operators with motion picture cameras take views of the railroad yards and elevator districts, showing how the grain is received in the market, how it is sampled and taken to the Chamber of Commerce. A scene on the trading floor and in the mills will also be included. As soon as the exposition closes the pictures will be run in Minneapolis theaters for a week and another week will be spent in St. Paul exhibiting. A lecturer will explain the views. Later the views will be shown in moving picture theaters all over the Northwest.

Traveling representative licenses have been issued by the Chamber of Commerce to C. C. Chambers, Robt. T. Hart and T. J. Tierney to represent Tierney, Chambers & Co.; J. A. Grisdale to represent E. P. Bacon & Co.; E. C. Swan, C. H. Sowle to represent H. Poehler Co.; James P. Brennan to represent Ray Grain Co.; Joseph F. McCarthy to represent Chas. E. Lewis & Co.; W. E. Cummings to represent McCarthy Bros. Co.; J. F. Lahart to represent Nye, Jenks & Co.; P. J. Malkerson to represent Atwood-Stone Co.; J. S. Perry to represent United Grain Co.; George A. Bailey to represent McCaull-Dinsmore Co.; G. F. Foster to represent Standard Grain Co.; O. L. Kneeland to represent Sorenson Grain Co.; M. D. Kelly to represent Skewis Grain Co.; N. P. Blycker to represent Hallet & Carey Co.; O. W. Simonson to represent Brown Grain Co.; C. C. Hanks to represent E. S. Woodworth & Co.; D. C. Harrington to represent Stair, Christensen & Timerman. Applications for licenses have been made by Walter R. Vye, to represent Quinn-Shepherdson Co., and Harvey O. Brown to represent Wernli-Anderson Co.

MISSOURI.

Westboro, Mo.—The McKee Bros. Grain Co. has sold its elvtr. at this station.—S.

Shannondale, Mo.—Geo. I. Ireland of Salisbury has bot the elvtr. of Leach Bros. Grain Co.—S.

Craig, Mo.—The Farmers Elvtr. Co. is building a 20,000 bu. elvtr. and expects to have it in operation by the time corn begins to move.—S.

Tarkio, Mo.—Scammon & Shaum have begun work on an 8,000-bu. modern elvtr. and will have it completed in time to take care of the corn crop.—S.

KANSAS CITY LETTER.

The Kansas Flour Mills Co. has let contract for 6 reinforced concrete storage tanks with a capacity for 130,000 bus., adjoining its mill in this city.

The Simonds-Shields Grain Co. set a record, Sept. 10, for the largest delivery of grain ever made by one firm in the history of this market, delivering to the Armour Grain Co., 750,000 bus. of wheat thru the Milwaukee Elvtr.

A meeting of the members and of the state board of health, held Sept. 20, was attended by Governor Hadley, in the interests of a quarantine in Missouri against the shipment and sale of corn and other feeds from Kansas.

G. Vizcarro, who is doing a grain brokerage business at 435 Gibraltar Bldg., this city, is not a member of the Board of Trade, and a check given by him on the Commerce Trust Co. of Kansas City was permitted to go to protest and thereafter he refused to pay the protest fee or the check.

The board of railway and warehouse commissioners has been asked by members of the Board of Trade to modify the grain inspection rules so as to permit local grain dealers to escape the necessity of paying double inspection fees. Some of the elvtrs. operated by the grain men of this market are in Kansas and some in Missouri.

Mammoth Mlg. Co. incorporated; capital stock, \$58,000; incorporators, W. J. McGraw, W. R. McMechen, S. H. Criswell, C. J. Wolaver and Thos. Boyce.

John W. Robertson and I. V. L. Ennis are charged with having handled a number of carloads of broom corn for farmers in Guymon and Tekahoma, Okla., and failing to turn over the proceeds. Robertson organized the Detroit Broom Corn Co. at this city, according to the farmers, and proceeded to market the carloads of stock on hand, selling one carload at this market and the remainder at Cincinnati, and obtaining nearly \$10,000. Robertson was held under \$2,500 bond, which he could not furnish and was lodged in jail; Ennis providing bail of the same amount for himself. Both men have waived examination and will be heard Nov. 4, in the district court.

The directors of the Board of Trade, Sept. 18, declared that an emergency existed in September wheat contracts in Kansas City, owing to the fact that there is no room available in the regular elvtrs. to effect further deliveries of outstanding September contracts. Beginning Sept. 19, Bs/L for carlots of wheat of the contract grade may be tendered in settlement of September contracts in addition to such wheat as may be tendered out of regular elvtrs. This emergency rule was adopted by the board of directors a few weeks ago. It is now possible for the country shippers to avail themselves of the privileges of the option market. They may now make deliveries on September wheat contracts from carlots through their brokers on the Board of Trade in lots of approximately 5,000 bus.

ST. LOUIS LETTER.

The following new members were admitted to membership in the Merchants Exchange during the current month: Wm. C. Hilmer, J. W. Bryan and S. C. Shaw, Tullahoma, Ill. Wm. R. Faulkner, Jr., Hugh Wright and Henry F. Schulte disposed of their memberships.—Eugene Smith, sec'y.

At the request of Chas. Rippin, traffic commissioner of the Merchants Exchange, the freight traffic mgrs. of the grain handling lines centering at this market, held a meeting Sept. 11, with the directors of the exchange and discussed plans for the relief of the present car congestion. Mr. Rippin says: We have had the biggest receipts in this market for the last month that were had in the history of this exchange, and as most of the inbound cars are required to be returned to the lines bringing them in, the elvtrs. are filling up and shippers are unable to ship out within the contract time, thereby laying themselves liable for damages. The outbound lines seem unable to furnish a sufficient number of cars and the inbound lines will not permit their equipment to be reloaded. Furthermore, under the rule which became effective on Sept. 1, foreign cars may not be loaded by elvtrs., except in the direction of home.

The suspension of Edward E. Felkel, pres. of the Missouri Commission Co., was commuted at a meeting of the directors of the Merchants Exchange, Sept. 10, from one year to three months, the sentence expiring Dec. 16. The action was taken in view of the fact that Felkel had published a retraction of the offending statements attributed to him, in the September issue of the publication containing his original remarks. When, however, he was notified of the curtailment of his suspension, he refused to accept it, and on Sept. 12, brot suit against the exchange to restrain the board from enforcing the suspension, alleging that the directors had no jurisdiction to try him on the charge and that the board offered to reconsider the order for his suspension if he published a retraction of the article to which they objected, and that when he did do so, they merely reduced the sentence. A temporary restraining order was issued, Sept. 14, and arguments for a permanent injunction were heard Sept. 19.

Geo. Lanitz, member of the Merchants Exchange since 1864, was prostrated by the heat in his office at 11 a. m., Sept. 11, and died shortly afterward. He was 70 years old and had been in the grain and milling business for many years.

The elvtr. of the Powell-O'Rourke Grain Co. was struck by lightning Sept. 17; loss \$8,000. The building was saved, but all of the grain and other material stored in the building was a total loss. A large motor was also wrecked. The building was owned by the Wiggins Ferry Co.

MONTANA.

Galata, Mont.—An elvtr. will be built at this station.

Townsend, Mont.—A. W. Finch has let contract for his elvtr. to the Younglove Constr. Co.

Plentywood, Mont.—McCabe Bros. have bot the elvtr. of Peterson & Moulden.—E. P. Munson.

Wibaux, Mont.—The new elvtr. of the Occident Elvtr. Co. is now open, with E. N. Waker as mgr.

Hilger, Mont.—Roy Knerisel has succeeded me as agt. for the Western Lbr. & Grain Co.—W. H. Galloup.

Polson, Mont.—The elvtr. of the Farmers Elvtr. Co. is nearly finished and will be ready for grain in a few days.

Drummond, Mont.—The contract for the 40,000-bu. elvtr. of the Farmers Elvtr. Co. has been let to the Younglove Constr. Co.

Medicine Lake, Mont.—The contract for the 40,000-bu. elvtr. of the Farmers Elvtr. Co. has been let to the Grain Elvtr. Constr. Co.

Nihill, Mont.—I am now mgr. of the Rocky Mountain Elvtr. Co., having formerly been mgr. of the Western Lbr. & Grain Co. at Hilger.—W. H. Galloup.

Yates, Mont.—C. H. Moulton, L. J. and Robert Alguire have bot the elvtr. of the Montana Central Elvtr. Co., Chas. Bower remaining as buyer for the new company.

McCabe, Mont.—Farmers Elvtr. Co. incorporated; capital stock \$25,000; directors Ole P. Olson, McCabe; Nels Nelson, W. I. Hardier and Sam J. Berry, Froid, and W. C. Adams, Enterprise.

Hobson sta., Philbrook p. o., Mont.—The new elvtr. of the Farmers Elvtr. Co. was struck by lightning, Sept. 2. The bolt struck a corner of the elvtr. and shot down the shaft to the conveyor, the only damage being the splintering of the corner and the breaking of the chain.

Kolon, no p. o., Mont.—The elvtr. which was to have been built for the Farmers Elvtr. Co. at this station will not be erected this season, altho the contract had been let to the Younglove Constr. Co. and much of the material had been ordered. Lack of funds has caused the postponement. The station is a new town out of Moccasin on the new Lewiston Branch.

Billings, Mont.—An exposition of Yellowstone County farm products and a corn contest will be held in this city Oct. 22 to 25, under the auspices of the Billings Chamber of Commerce. The board of county commissioners has appropriated \$750 for decorations, and premiums will be awarded by merchants and business men. The great crops are expected to furnish a lavish display. At the time of the exposition 350,000 acres of the ceded portion of the Crow reservation will be sold at auction.

NEBRASKA.

Preston, Neb.—The elvtr. of the Central Granaries Co. burned recently.

Gladstone, Neb.—I have bot the elvtr. of the Selk Grain Co.—Richard Heinen.

Utica, Neb.—Geo. F. Hurlbert & Co. are equipping their elvtr. with a Hall Signaling Distributor.

Morse Bluff, Neb.—The recently organized Morse Bluff Grain Co. has bot the elvtr. of the J. E. Dorsey Grain Co., paying \$5,000.

Deshler, Neb.—F. J. Buntmeyer has bot the elvtr. of J. H. Aufderheider, prop. of the Deshler Mill & Elvtr. Co.

Thayer, Neb.—C. H. Collett has succeeded me as agt. of the Uppike Grain Co.—A. Sinanark, Bisbee, N. D.

Stromsburg, Neb.—The T. B. Hord Grain Co. is overhauling and repairing its elvtr. Mr. Busch is agt.—H. G. Carpenter, mgr. T. B. Hord Grain Co., Hordville.

Dalton, Neb.—The Dalton Co-operative Society, which has been leasing the elvtr. of the Foster Grain Co., has given up the lease and secured a site and will erect an elvtr. at once.

Hallam, Neb.—Wm. Burk & Co. are building an addition to their elvtr. and will handle flour and feed stuff in connection with grain.—J. G. Schwartz, agt. Wright, Leet Grain Co.

Omaha, Neb.—The Gate City Malt House, owned by G. Peterson, was damaged by fire Sept. 8, to the extent of \$1,000. The house has not been used for some time but has considerable machinery.

NEW ENGLAND.

Billerica, Mass.—Elmer E. Cole is building a grain storehouse.

Old Town, Me.—The Eastern Grain Co. is installing a dust collector, crack corn mill and a new stand of elvtrs. at its mill. New sidetracks are also being laid.

New Britain, Conn.—The recently incorporated M. D. Stanley Co. will build an elvtr. 52x38 ft. and 3 stories high and a warehouse 25x52 ft., one story in height. The buildings will be of brick, with slag roof.

Salem, N. H.—C. Frank Kimball, grain dealer, met with a painful accident Sept. 20 when a wheel came off the wagon he was driving, throwing him to the ground. He was badly bruised and his ankle sprained.

Waterville, Me.—Fairfield Grain Co. incorporated; capital stock \$20,000; incorporators, Carl C. Piper, Edward Marden, Fairfield, Ralph E. Pillsbury, Benton, Walter Judkins, A. F. Merrill, V. M. Mayo and P. S. Merrill, Waterville.

NEW MEXICO.

Albuquerque, N. M.—E. W. Fee, one of the most prominent grain, feed and seed dealers of this city, was shot three times, at 2:55 p. m., Sept. 17, by Sario Armijo, a driver whom he had just discharged.

NEW YORK.

New York, N. Y.—Ludwig B. Armerding and Harry S. Jackson have applied for membership in the Produce Exchange.

Eaton, N. Y.—John B. Hard, pres. of the Eaton Buckwheat Mfg. Co., recently died from injuries received last month when his automobile was struck by an Ont. & West. Ry. train at a crossing near Sherburn and Mr. Hard was dragged many feet. A. H. Dresser has succeeded the Eaton Buckwheat Mfg. Co.

NORTH DAKOTA.

Kaiser, N. D.—The Dakota Grain & Lbr. Co. incorporated.

Lisbon, N. D.—Ernest Billings is building a 20,000-bu. elvtr.

Walhalla, N. D.—Lee Bros. have built an addition to their elvtr.

Wing, N. D.—J. E. Davis and R. W. Wilkinson will build an elvtr.

New Salem, N. D.—David Deitz has bot the elvtr. of A. F. Dietz & Sons.

Flasher, N. D.—The elvtr. of the Farmers Elvtr. Co. has been opened.

New Salem, N. D.—The elvtr. of the Occident Elvtr. Co. has been opened.

Mohall, N. D.—Johnson Elvtr. Co. incorporated; capital stock \$25,000; incorporators R. D., N. K., and E. E. Johnson.

Crystal, N. D.—The elvtr. of the State Elvtr. Co. burned to the ground Sept. 20.

Hamlet, via Wild Rose, N. D.—Nelson Bros. are building a 30,000-bu. elvtr. at this point.

Mott, N. D.—J. C. Larson is mgr. of the new elvtr. of the Mott Equity Exchange.—T.

Fairdale, N. D.—The Farmers Co-operative Elvtr. Co. has bot the elvtr. of Haug & Soleberg.

Dazey, N. D.—I have succeeded J. S. Smith as agt. for the Monarch Elvtr. Co.—P. Barghus.

Sutton, R. F. D. Binford, N. D.—We will install a new engine at once.—E. A. Harseim, agt. Amenla Elvtr. Co.

Cooperstown, N. D.—I have succeeded C. Barland as agt. for the Cargill Elvtr. Co.—L. Christianson.

Petersburg, N. D.—The Woodward Elvtr. Co. has leased the elvtr. of J. H. Terrett. Carl Swenseid is mgr.

Walum, N. D.—I have succeeded O. D. Evenson as agt. for the Great Western Grain Co.—F. Toenbery.

Sanborn, N. D.—I have succeeded J. J. O'Shea as mgr. of the Sanborn Farmers Elvtr. Co.—E. A. Bisbee.

Carrington, N. D.—J. E. Galehouse, Jr., and Thos. McCreary have bot the elvtr. of the Farmers Elvtr. Co.

Forest River, N. D.—E. M. Hoovey is sec'y and M. Miller pres. of the recently incorporated Farmers Elvtr. Co.

Hurd, N. D.—The McEnright Land Co. has leased the elvtr. of the Farmers Elvtr. Co. and will operate it this fall.

Derrick, N. D.—Derrick Farmers Elvtr. Co. incorporated; capital stock \$10,000; incorporators J. E. Wing and others.

Oriska, N. D.—We are installing a No. 66 Fosston Cleaner in our elvtr.—J. E. Tierney, mgr. Farmers Grain Co.

Cooperstown, N. D.—I have succeeded Henry Nobes as agt. for Hauwrie-Halvorsen, Beier Elvtr. Co.—A. Anderson.

Galesburg, N. D.—The elvtr. of the Minnesota & Western Grain Co. has been opened with L. M. Johnson as mgr.

Cooperstown, N. D.—We are installing a Fairbanks Automatic Scale in our elvtr.—F. L. Barkee, mgr. E. Erickson & Co.

Chaffee, N. D.—I. M. Buhe is my successor as mgr. of the Farmers Elvtr. Co.—E. A. Harseim, Sutton, R. F. D. Binford.

Bremen, N. D.—A site has been secured for the elvtr. of the Equity Elvtr. & Trading Co. and work will be started at once.

Riga, N. D.—R. F. Neperud has leased the elvtr. of the Acme Grain Co. and will operate it in connection with his own at this station.

Huff, N. D.—The farmers are ready to receive grain in their new elvtr. S. S. Tool is mgr.—A. W. Berken, agt. Occident Elvtr. Co., Gwyther.

Grand Forks, N. D.—We have opened an office in this city with L. W. Frost in charge.—S. J. McCaul, sec'y McCaul-Dinsmore Co., Minneapolis.

Belfield, N. D.—I have succeeded A. Hilkie as agt. of the Minnesota & Western Grain Co., having been transferred from Buxton.—Nels Evenson.

Juanita, N. D.—The foundation for the elvtr. of the Equity Elvtr. & Trading Co. has been laid and work on the building will commence as soon as the lumber arrives.

Hamilton, N. D.—A. R. Marquardt, for five years agent for the Northwestern Elvtr. Co., has resigned to take charge of an elvtr. of the Central Grain Co. at Nevil, Sask.—T.

White Spur sta., Kramer p. o., N. D.—The Farmers Elvtr. Co. will operate an elvtr. here with Wm. Wise as mgr.—A. A. Kochnline, mgr. Farmers Elvtr. Co., Gardena.

Buffalo, N. D.—I have purchased the elvtr. formerly operated by the Monarch Elvtr. Co. and have remodeled same. I was formerly mgr. of the Farmers Elvtr. Co.—I. J. Hough.

Drayton, N. D.—O. W. Pagel is not mgr. of the Drayton Co-operative Farmers Elvtr. Co., as reported in this column Sept. 25, but is mgr. of the Farmers Elvtr. Co. at Cooperstown, N. D.

Havana, N. D.—The elvtr. of the Farmers Co-operative Grain Co. was forced to close Sept. 10 on account of car shortage and it was several days before cars arrived and business was resumed.

Chama sta., Sentinel Butte p. o., N. D.—The elvtr. of the Farmers Elvtr. Co. burned to the ground, Sept. 2. Loss \$8,000. It will be replaced at once with a 30,000-bu. house. The fire started under the driveway.

Heimdahl, N. D.—The elvtr. of W. W. Lyness at this station is rapidly nearing completion and will be ready in 10 days; in the meantime a large loading platform accommodating four cars at once is being used.

Hatton, N. D.—We have just remodeled our elvtr. and office and put in new driveway, cement foundation, cement floor and cement driveway for coal scale. I have succeeded A. A. Lee as mgr.—G. Rudolf, mgr. Hatton Farmers Elvtr. Co.

Lawther, N. D.—I have bot a third interest in the elvtr. that was moved from Buffalo Springs to this station and we will operate it under the name of Stinkopf, Rusch & Freeman.—E. R. Freeman, formerly agt. Geo. Bagley Elvtr. Co.

Russell, N. D.—All three elvtrs. at this place are open for the first time in three years. P. G. Lueck is in charge of the Farmers Elvtr., John O'Brien is operating the Atlantic and the Metcalf Elvtr. is operated by its owner, G. E. Metcalf.—T.

Eckelson, N. D.—We have just completed the building of a 40,000-bu. elvtr. in addition to the old house, equipped with Fosston Cleaner, automatic scale, manlift, etc. D. E. Palmer had the contract.—P. E. Knudson, mgr. Eckelson Farmers Elvtr. Co.

Fargo, N. D.—H. L. Bolley, botanist of the North Dakota Agricultural College and state seed commissioner, charging that after taking liens on the crops and personal property of several farmers, several county commissioners furnished seed which was "unfit for sowing and extremely detrimental to the lands exposed," has sent warning to county commissioners, elvtr. mgrs., seedsmen and farmers of North Dakota calling attention to the evidence he has. He will make a fight to prevent a repetition of such conditions.—T.

We have granted privileges for elvtr. sites on the Fordville-Drake line of the Soo R. R. in No. Dakota to the following companies: At Dahlen, Northland Elvtr. Co., Atlantic Elvtr. Co., Minnekota Elvtr. Co., Woodworth Elvtr. Co., all of Minneapolis, Spaulding Elvtr. Co., Warren, Minn.; Whitman, Spaulding Elvtr. Co., Lamb Elvtr. Co., Michigan, N. D., Northland Elvtr. Co., Atlantic Elvtr. Co.; Sardis, Minnekota Elvtr. Co., Northland Elvtr. Co.; Elmo, Woodworth Elvtr. Co., Northland Elvtr. Co.; Southam, Woodworth Elvtr. Co., Northland Elvtr. Co., Spaulding Elvtr. Co., Minnekota Elvtr. Co.; Essex, Northland Elvtr. Co., Woodworth Elvtr. Co.; Ramsey, Royal Elvtr. Co., Osborne-McMillan, both of Minneapolis; Tilden, Royal Elvtr. Co., Osborne-McMillan; Comstock, Woodworth Elvtr. Co., Osborne-McMillan, Royal Elvtr. Co.; Harlow, Spaulding Elvtr. Co., Royal Elvtr. Co., Osborne-McMillan, Woodworth Elvtr. Co.; Baker, Osborne-McMillan, Royal Elvtr. Co., Spaulding Elvtr. Co., Drummond-Aker Co., Esmond, N. D.; Fillmore, Thomas Egan, Benson, Minn., Minnekota Elvtr. Co., Osborne-McMillan, Royal Elvtr. Co., Woodworth Elvtr. Co., Spaulding Elvtr. Co.; Silva, Spaulding Elvtr. Co., Egan Farmers Elvtr. Co., Rugby, N. D., Royal Elvtr. Co., Minnekota Elvtr. Co., Osborne-McMillan; Egan, Egan Farmers Elvtr. Co., Osborne-McMillan, Royal Elvtr. Co.; Orrin, Senger, Fettig & Voeller, Brazil, N. D., Woodworth Elvtr. Co., Royal Elvtr. Co., Osborne-McMillan; Funston, Royal Elvtr. Co., Occident Elvtr. Co., Minneapolis.—W. H. Schutt, Minneapolis, supt. rentals and leases of M., St. P. & S. Ste. M. R. R.

Amenia, N. D.—The estate of H. F. Chaffee, pres. of the Amenla & Sharon Land Co., is estimated as \$1,500,000 and is the largest ever probated in this state. Mr. Chaffee was one of the victims of the Titanic disaster and was carrying his will in his pocket at the time of the accident.

Fessenden, N. D.—The firm buying the elvtr. of the Victoria Elvtr. Co. will operate under the name of Kruger & Beircker. I was formerly buyer at the elvtr. but am now buying for Regan & Lyness at this station. E. Berg of Oakes is buying for the Minnekota Elvtr. Co.—Ira G. Moats.

Grandin, N. D.—The Grandin Farmers Elvtr. Co. has just completed its new house, which is equipped with all up-to-date machinery and is one of the most up-to-date plants in the state. W. W. Gettman, formerly of Wolverton, Minn., is mgr. The Younglove Constr. Co. had the contract.

Minot, N. D.—The Russell-Miller Mfg. Co. has completed one of the 75,000-bu. elvtrs. being built to replace the plant burned Aug. 1. Work on a second elvtr. of 80,000 bu. capacity has been started. The completed elvtr. was built and made ready to receive grain in 14 days, a record time for building so large a structure. Opening day was Sept. 5.

OHIO.

Milford, O.—The Milford Hay & Grain Co. has leased the property of H. G. Murphy and will build.

Loudonville, O.—Loudonville Mill & Grain Co. incorporated; capital stock \$80,000; R. J. Benout, incorporator.

Cleveland, O.—The warehouse of Abel Bros., grain dealers, was damaged by fire Sept. 7 to the extent of \$8,000.

Mansfield, O.—Caught between the hoist and mixing machine in use in constructing the new elvtr. of the Goemann Grain Co., T. E. Bell recently was instantly killed.

Stryker, O.—The Lake Shore Ry. Co. has requested S. P. Louys to move the loading spout of his elvtr. so that trainmen can make a good clearance, altho the elvtr. is on Mr. Louys' own ground.

Uniopolis, O.—While playing recently in the elvtr. of the Rinehart Grain Co., Jerome Rinehart, 10 years old, and Ethel McDougle, 11, entered a manlift which when suddenly released shot to the top of the shaft with sufficient force to break the safety rope. In consequence of which the elvtr. dropped to the bottom, falling 60 ft. Both children were unconscious when found, but were apparently unhurt.

Columbus, O.—As a result of the investigations by the public service commission at the request of the Ohio Shippers' Ass'n, demurrage charged by the railroads of the state against shippers will hereafter be charged alike on all cars that may be included and not at varying rates on cars of various classifications, as has been the rule in the past. The order for the changes to be made at once was sent from the service headquarters Sept. 21, to 51 railway lines in the state.

Lima, O.—The Northwestern Ohio Grain Dealers Ass'n held a short business meeting Sept. 13, at which time the organization was put on a new financial basis. Under an agreement made with T. P. Riddle, sec'y of the Ass'n, reorganization will be effected at a meeting to be held at Toledo, Oct. 11. Local ass'ns will be formed, each of them being integral parts of the main ass'n. Every member of the several local ass'ns will be required to pay reduced dues amounting to \$2 a month. These dues will be paid over to Sec'y Riddle, who agrees to run the organization and pay himself out of the funds so received. The meeting voted unanimously to wipe out the present indebtedness by the proposed assessment of \$9 per elvtr., payable immediately. Every man present paid upon the spot. If you have not already done so please mail your check immediately to D. R. Risser, Vaughnsville, O., for this debt assessment and for any dues which may be due up to Oct. 1. Every man who has been connected with the ass'n work in any way,

whether formally enrolled or not, is under moral and legal obligation to do this. Each man is responsible for this much, no more and no less. Do it now. There will be a big meeting in Toledo, Friday, Oct. 11, at which time the reorganization will be completed. Election of officers will occur. Give this careful thought. A banquet is suggested in celebration of this accomplishment. Among those present were: W. T. Dolbey, Delphos; E. G. Odenweller, Ottoville; E. C. Dull, Celina; O. E. Richardson, Celina; D. S. Burkholder, Bluffton; Jerome Elliott, Columbus Grove; A. L. Garman, Delphos; Chas. Behymer, Rockford; C. H. Raabe, Ft. Jennings; H. Bresler, W. Cairo; Robt. Kolter, Spencerville; J. E. Sheets, Botkins; D. R. Risser, Vaughnsville; Otto Lang, Delphos.—J. C. Custenborder.

TOLEDO LETTER.

A new company has been formed to operate the Clover Leaf Elvtr., recently purchased by Oliver M. Randolph, of McClure, to be known as the Central Elvtr. & Grain Co. D. B. Noyes, formerly in the coarse grain dept. of the Harter Mfg. Co., will take charge of the new company.

The prospect of a large export trade in grain is given as the main cause of the increased activity noticed on the Produce Exchange. New applications for membership are being received daily, and the market is quoted up to \$600 bid. The daily attendance of members has also increased and business is improving every day.

Toledo hay dealer is protecting a crook when he should put him in jail. Crook drew with bill lading attached. Draft was too large. Crook promised to send check if hay dealer would pay the draft. He did but when the check was presented for payment it was turned down. Crook got money under false pretenses. Hay dealer should expose him.—C. A. King & Co.

The new ruling of the local joint inspection bureau, that freight charges will become effective 5 days from the time the shipment is unloaded at the transit house instead of 10 days from the arrival of the cars in the yards, greatly pleased the grain men of the Produce Exchange, as it will do away with a great deal of unnecessary delay in getting the cars set down at the transit house.

As a result of recent arrangements all grain cars coming in to this market over the 23 roads handling grain will be re-coopered, the work to be done under the supervision of the Produce Exchange. The contracting firm will reclaim grain doors from all inbound cars and re-cooper all outgoing cars and will also inspect all cars and determine their suitability for grain; sweep each car and use fibre paper freely to make the cars grain tight.

OKLAHOMA.

Ross, Okla.—The Weatherford Mfg. Co. of Englewood, Kan., is building an elvtr.—S.

Hydro, Okla.—The Choctaw Grain Co. has disposed of its elevators at Hydro and Bridgeport, Okla.—S.

Geary, Okla.—Moore's Gillispie Grain Co. has been out of business since the first of the year.—J. F. Gillispie.

Rocky, Okla.—The elvtr. of D. W. Drennan has been closed for the season. Mr. Maxey, agt., has gone to Shawnee.

Comanche, Okla.—The Comanche Grain & Elvtr. Co. is installing a new sheller and will later put in a peanut huller.

Hennessey, Okla.—I am now in charge of the elvtr. of the Oklahoma Mill & Elvtr. Co. at this point.—W. Blodgett.

Ross, Okla.—Edmisson Bros. of Englewood, Kan., have recently completed a new elvtr. and are now taking in grain.—S.

Dill, Okla.—The Cox Gin & Grain Co. of Carman is building an elvtr. at this station.—A. T. Jones, Agt. Wilbur Miltenberger, Sentinel.

Miami, Okla.—We have just bot the corn milling and elvtr. plant of H. F. Reniker.—H. E. Morrow, pres. Miami Flour & Feed Co.

Oklahoma City, Okla.—Sec'y W. B. Moore of the Chamber of Commerce, is deeply interested in a plan to make this city an important broom corn market.

Oklahoma City, Okla.—Our loss in the fire which destroyed our elvtr., Aug. 22, amounted to \$8,000 on grain and \$14,000 on the building, a total of \$22,000.—Frank Kammerdiener, mgr. Kammerdiener Elvtr. Co.

Frederick, Okla.—F. M. Kell, of Wichita Falls, has finished the foundations for his elvtr., and the building will be rushed. It will be 28 ft. square and 30 ft. high, with a capacity of 7,000 bus. Homer Cox will be mgr.

Checotah, Okla.—The loss on the plant of the Checotah Mill & Elvtr. Co., which burned during the holidays, has been adjusted, after several months' delay and the contract has been let for the removal of the storage house and office to a new site.

OREGON.

Portland, Ore.—Suit has been brot by Kerr, Gifford & Co to recover \$9,312.50, of the W. R. Grace Co., of San Francisco, damages for the non-delivery of 300,000 burlap grain bags. Complainants allege that defendants contracted to furnish bags at 8 1/3c apiece, and only furnished 50,000 bags, compelling the grain company to purchase 75,000 bags at 11 1/2c and the remaining 175,000 at 12c.

PENNSYLVANIA.

Atlantic City, N. J.—The thirty-fifth annual convention of the Pennsylvania Millers State Ass'n was held in this city, Sept. 11 to 13. On Thursday forenoon, J. F. Mueller, of Chicago, read a paper on the subject of wheat adulteration, scoring the present system of inspection, alleging it permits a large percentage dirt and screenings in wheat. E. E. Reindollar, chairman of the board of directors, reported that during the year four meetings had been held to discuss the question of dirty wheat and efforts will be made to have shipment of it stopped.

PHILADELPHIA LETTER.

The Penna. Ry. Co. is reported to have notified the Commercial Exchange that it will build a second \$1,000,000 elvtr. at Girard Point.

In addition to the big elvtr. that the Penna. Ry. Co. will erect at Girard Point, a yard with a capacity for 250 cars, a pier 500 ft. long and a dock 1,000 ft. long, dredged to a depth sufficient to accommodate the largest boats that come up the river, will be built. The elvtr. will be equipped with the latest machinery and will be arranged so as to give the greatest dispatch in the exchanging of cargoes, the elvtr. being located 500 ft. from the bulkhead. The space between the bulkhead and the southern end of the elvtr. will be used as a loop over which empty cars will run after leaving the elvtr., an arrangement that will save time in switching and unloading, as it will not be necessary to hold the loaded cars until the empties are backed out of the way.

SOUTH DAKOTA.

Fairview, S. D.—Frank Boyle is now agt. of the Traders Grain Co.

La Bolt, S. D.—The elvtr. of the Farmers Elvtr. Co. is receiving a coat of paint.

Twin Brooks, S. D.—M. L. Reade is now buyer at the Twin Brooks Farmers Elvtr. Co.

Redelm, S. D.—Work will be started on an elvtr. at an early date. J. H. Schrader is interested.

Selby, S. D.—The Farmers Equity Union has leased the elvtr. of Colman Wagner; J. E. Byers is mgr.

Colome, S. D.—Gaskill Bros. & Torrence have installed a Hall Signaling Grain Distributor in their elvtr.

Colome, S. D.—The new elvtr. of the Nye-Schneider-Fowler Co. has been completed and is receiving grain.

Rauville, S. D.—Jim Schultz is now agt. for the Cargill Elvtr. Co.—Arthur Miller, agt. Northwestern Elvtr. Co.

Plankinton, S. D.—Wait & Dana, of Armour, have leased the elvtr. of DeCelle & Sons; W. E. Moore is agt.—C. A. Earl.

Amherst, S. D.—The elvtr. of Woodward & Co. has not been opened this season.—W. L. Pennell, Farmers Co-op. Grain Co.

Verdon, S. D.—New agts. here are Walter Streeter for the Atlas Elvtr. Co., and myself for the Union Grain Co.—S. T. Bruce.

Lemmon, S. D.—F. E. Porter is the new agt. of the Columbia Elvtr. Co. and I am in charge of the Empire Elvtr. Co.—T. H. Heath, agt.

Wilmot, S. D.—S. P. Peterson is buyer for the Wilmot Grain Co., which recently bot the elvtr. of the C. E. McGowan estate.—Fred J. Maly.

Lane, S. D.—New agts. here are Z. Steel, for the Farmers Elvtr. Co., and myself, for the South Dakota Grain Co.—W. C. Brodtkorb.

Tyndall, S. D.—New agts. here are H. L. Brekford for Hunting Elvtr. Co., and Vic Wagner, for the Shanard Elvtr. Co.—Slater & Brooks.

Keldron sta. Seim p. o., S. D.—The foundation of the elvtr. of the Farmers Elvtr. Co. is complete and the elvtr. will be rushed to completion.

Phillip, S. D.—The elvtr. of G. W. Van Dusen & Co. burned last fall and will not be rebuilt this season.—C. M. Peirce, mgr. Philip Mill & Elvtr. Co.

Gettysburg, S. D.—The elvtr. of the Eagle Roller Mill Co. will not be opened this fall. Wm. Cartwright is the new agt. of the Farmers Elvtr. Co.—D. H. Curran.

Wessington Springs, S. D.—H. P. Will has bot the elvtr. of Nels Enge, bankrupt. Ed. Burger is mgr. of the So. Dakota Grain Co.—J. H. Creighton, mgr. Farmers Elvtr. Co.

Thunderhawk, S. D.—The Hokanson Grain Co. is operating a 30,000-bu. elvtr. here, with O. R. Lundahl as agt. Our elvtr. is open and I am agt.—John Beier, agt. Columbia Elvtr. Co.

Willow Lake, S. D.—The coal sheds of the Jones Bros. Grain Co. burned Sept. 17. Tramps in a box car are believed to have started the blaze. The elvtr. 15 ft. distant was saved because of no wind.

Rapid City, S. D.—The factory of the South Dakota Alfalfa Products Co. will be erected in this city. Mark C. Rich and Ed. Stenger, of this city, are among those interested in the new company.

Pierre, S. D.—The Pierre Hay & Feed Co. has bot the elvtr. of the Peterson Farmers Elvtr. Co. The Capital Mfg. Co. traded its mill and elvtr. for Wisconsin land and is not in operation.—J. H. Starkey, agt. G. W. Van Dusen & Co.

Bryant, S. D.—C. W. Chapman, formerly sec'y of the Farmers Elvtr. Co., has gone into partnership with H. C. Rice, former mgr. of the same company. The elvtr. recently purchased from the Jones Bros. Grain Co. has been opened and will be operated under the name of the Rice & Chapman Elvtr. Co., with Ray Fredrickson as buyer.

Sioux Falls, S. D.—W. J. Buttschau, formerly in business at Madison, S. D., and later mgr. of the Union Grain & Elvtr. Co., of Omaha, Neb., has formed a partnership with P. A. Schneekloth, of the Cedar Rapids Grain Co. The new company will represent the D. Rothschild Grain Co. in buying barley in this vicinity and will look after its Sioux Falls malt house, recently leased for a term of years, operating under the name of the German Grain Co.

SOUTHEAST.

Oglethorpe, Ga.—Oglethorpe Plantation Co., incorporated to develop 3,200 acres of farm land, on which will be a cotton gin, elvtr. and warehouses; capital stock, \$250,000.

Tampa, Fla.—Miller & Jackson will build a 5,000-bu. elvtr. for receiving grain in car-load lots to be cleaned and bagged for the home market. L. J. McMillan is preparing the plans.

Chase City, Va.—The hay and grain warehouses of Vorvell & Co. and Rawl's hay and grain warehouse were burned Sept. 16 in a fire that did damage to the extent of \$50,000.

Atlanta, Ga.—The Sims Grain Co. has quit the grain business in this city. E. D. Davis, one of the largest retail grain dealers here, went into the hands of a receiver Sept. 13.—Jos. Gregg & Son.

TENNESSEE.

Nashville, Tenn.—Daniel, Binns & Laurent have been made defendants in a suit brot by M. L. Sauerheber, of Indiana, to recover \$598 alleged due on account.

Nashville, Tenn.—The Tennessee Grain Co. has been made defendant in a suit to recover \$227.50 brot by the N., C. & St. L. Ry. Co., the plaintiffs alleging that the shippers are responsible for the freight charges on a shipment of corn which the consignee refused to receive.

Memphis, Tenn.—Certain hay receivers of this city not members of the Merchants Exchange, when soliciting consignments, quote prices not justified by market conditions. Any consignments made in response to such quotations can only result in disappointment to shippers.—N. S. Graves, sec'y.

Estill Springs, Tenn.—The entire plant of the Tennessee Mill & Elvtr. Co., consisting of a 2,500-bbl. mill and a 500,000-bu. elvtr. burned Sept. 17. The fire originated from a hot journal in the elvtr. bot and caused a total loss of \$200,000; insurance \$102,500 on the plant and \$25,000 on stock. The mill was built in 1893 at a cost of \$375,000, and it will probably not be rebuilt. The property was owned by R. J. Riddle.

Nashville, Tenn.—The Hogan-Hutchinson Grain Co. has discontinued business, Mr. Hogan retiring from the grain business. The Midland Grain Co. and the Consolidated Grain & Hay Co. have also gone out of business. The Southern States Grain Co. is now being operated under the management of Jno. H. Bell. Everything is moving along smoothly with the grain trade at this market.—W. R. Cornelius, Jr., sec'y and treas. Nashville Grain Exchange.

Memphis, Tenn.—The Union Elvtr. is not in the hands of receivers, as erroneously reported. The Union Elvtr. is a corporation composed of L. P. Cook, J. B. Edgar and J. T. Morgan, and occupies the Union Elvtr. under a lease from the Choctaw Mill & Elvtr. Co., which has been in the hands of a receiver for the last two years, but is not connected in any way with the lessee.—Edgar-Morgan Co. The elvtr. will be sold Sept. 25.

Memphis, Tenn.—The officers of the recently incorporated United States Feed & Grain Co. are S. E. Rison, for 8 years with Webb & Maury, pres.; C. O. Ramer, formerly mgr. of S. M. Bray & Co., whose interests have been absorbed by the new firm, sec'y and treas. Geo. S. Knapp, formerly with Jones & Roberts, and the Merchants Elvtr. Co. is supt. of the manufacturing plant, which has temporary quarters in the East End Warehouse. A \$15,000 feed mixing plant, to be operated by electric power, will be erected within 60 days. The young officials of the company are held in high esteem by the Merchants Exchange and the Grain & Hay Ass'n.

TEXAS.

Brownsville, Tex.—Martin Resteiro has completed his \$20,000 elvtr.

Fort Worth, Tex.—Royce Taylor Dorsey, of the Dorsey Grain Co., and Miss Elizabeth Banks were married Sept. 25.

Texarkana, Tex.—Attorney Gus. G. Pope has been appointed receiver for the property known as the Stark elvtr. and warehouse.

Van Alstyne, Tex.—The Spencer, Taylor Grain Co. has gone out of business and resigned from the Ass'n. Mr. Taylor is now with the Paul Bean Grain Co., at Howe.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

Fort Worth, Tex.—I have been granted a leave of absence till Nov. 1, and during my absence former sec'y H. B. Dorsey will look after the sec'y's office. My address will be Selma, Cal., until Oct. 31.—G. J. Gibbs, sec'y Texas Grain Dealers' Ass'n.

Port Arthur, Tex.—Elvtr. A of the Port Arthur Canal & Dock Co. has recently undergone extensive repairs for handling export grain. The elvtr. is of wood construction, with a capacity of 800,000 bus. It has a drier with a capacity of 1,000 bus. per hour. Four loading conveyors enable the elvtr. to handle grain to the ships. C. S. O'Dell is mgr.

Galveston, Tex.—Elvtr. A of the Texas City Transportation Co. has commenced to handle grain for export after having remained idle since completed two years ago. As a consequence all of the machinery was considerably rusted and some time was spent in preparing the elvtr. for business. The capacity is 600,000 bus. It is of reinforced construction thruout with several hundred feet of galleries and has a large dock.

WASHINGTON.

Cheney, Wash.—The plant of the F. M. Martin Grain & Mfg. Co. burned Sept. 19.

Waitsburg, Wash.—The Pacific Coast Elvtr. Co. has reopened its office, with W. S. Guntie in charge. The office has been closed for the last three years, after having been open for 19 years under Mr. Guntie's management.

Seattle, Wash.—Owing to the fact that a large number of grain cars are unloaded on track and that the state law requires all cars to be weighed and graded on track, a situation causing considerable wrangling over the weights of cars, the grain com'te of the Merchants Exchange recently requested the Nor. Pac. Ry. Co. to install wagon scales in the yards, and was notified by the public service commission that the railroad will comply with the request of the grain men who want grain unloaded from cars on track weighed promptly and accurately.

WISCONSIN.

Stockton, R. D. Stevens Point, Wis.—A. W. Breitenstein is building an 18x40-ft. feed mill and an 18x18x38-ft. elvtr. of 5,000 bus. capacity.

Maiden Rock, Wis.—The excavations for the new elvtr. of M. Larson & Sons have been completed and the erection of the elvtr. will be rushed. It will replace the house burned Aug. 20.

MILWAUKEE LETTER.

Fagg & Taylor have placed Elvtr. "E" in operation, having installed new machinery.

Newton M. Kent and Thomas Sampson have been admitted to membership in the Chamber of Commerce.

D. S. Dick, formerly mgr. of the Farmers Elvtr. Co., at Hawarden, Ia., is now traveling solicitor for Johnstone & Templeton, covering Iowa and South Dakota.

The plant of the Berger-Crittenden Co. burned to the ground at 2:30 a. m., Sept. 20. It was well equipped with a modern sprinkling device, but the fire started in the main shaft from an explosion in the basement and was all thru the building before the sprinklers could do their work. Loss, \$250,000; insurance, \$256,000.

WYOMING.

Cheyenne, Wyo.—Farmers Co-operative Grain Co.; capital stock, \$25,000.

Douglas, Wyo.—The elvtr. to be erected at this station will be built by the Douglas Grain & Mfg. Co. As soon as a side-track can be built the company will begin to buy grain.

APPLICATION OF ELECTRIC Motors to Grain Elevators.

BY R. H. MOORE.

The rapid increase in the use of electric motors in various industries has embraced grain elevators, both terminal and country houses, because of the manifold advantages possessed by this form of power. Central stations or power generating and distributing companies, due to remarkable advances made in electrical construction, are covering the country with a net work of wires and conduits carrying electric energy so that it is available for use almost everywhere, and it is not necessary to build a power plant in order to use it.

Any form of energy to be used successfully in a grain elevator must possess certain characteristics; given in the order of their relative importance, these are as follows:

1. Inability to start or maintain a fire or cause an explosion of dust; in other words, *absolutely* fireproof.
2. Absolute reliability.
3. Simplicity of equipment so as to permit operation by inexperienced labor.
4. Economy of operation.

Electric energy possesses the first three of these characteristics to a marked degree in any installation. The fourth one naturally depends on the cost of current supplied, but it is safe to say that in the large majority of cases it is small when all the attendant advantages of electric energy are considered.

IN ADDITION, this form of energy possesses many other important advantages which space forbids a discussion of, but may be mentioned in passing:

Ease and simplicity of control.—Motors may be mounted in any position and controlled from any point; no delicate adjustments to be made, motors possessing few parts and these of a rugged substantial construction; repairs reduced to a minimum; motors interchangeable, and easily substituted for one of different capacity.

Ease of keeping accurate cost of operation.—The low cost of operation, and small attendance required. These advantages are practical and the economy is not impaired by the high cost of maintenance. Poor service does not result when motors are looked after by inexperienced operators.

When electric energy is employed it is always available by closing a switch and as the motors are practically indestructible, repairs are a very minor consideration.

THE NUMBER of grain elevators which have successfully employed this form of energy is sufficient evidence of its adaptability to this class of service.

Having decided on the use of electricity the next problem that presents itself is the type of motor to be used. Electric motors are divided into two general classes, owing to the nature of the circuit on which they are used, namely, direct current or alternating current, the former being, as its name indicates, unidirectional in its flow, while the latter is reversed in direction several times each second.

At the present time, alternating-current motors almost exclusively are used in grain elevators, because of their many superior advantages for this class of work. Before its satisfactory development to the present degree of perfection, direct-current motors were often used, in which case the current was generally furnished from a nearby plant, often owned by the elevator people.

The adoption of alternating-current motors, because of their more satisfactory operation and the fact of securing cheaper current from large companies which may have transmission lines in close proximity to the elevators, has proved of particular advantage in grain elevator work.

This type of motor has an advantage not found in the direct-current motor, namely, that it has better fireproof characteristics in that it does not produce any spark, and therefore constitutes no fire risk.

TWO TYPES of alternating current motor are used in grain elevator service, known respectively as the "squirrel cage" and the wound-secondary or slip ring types. The former has no moving contacts and no wearing parts, except the bearings—a construction that forms an exceedingly rugged and indestructible form of drive, since the area of the bearings is extremely liberal, and years of operation are required to show any appreciable wear on them. These motors may be started and stopped by unskilled labor, and the only attention required is an occasional oiling—about once every month. They may be used on practically all of the equipment in a grain elevator, with the exception of such machines as require extremely heavy starting power, or where it is not desirable to subject the electric circuit to large starting currents, in both of which cases the wound-secondary or slip ring motor is used.

THE WOUND-SECONDARY motors are similar in construction to the squirrel cage motors, with the exception of a sliding contact by which the current is carried to the rotor or revolving part of the motor. These contacts introduce no sparking whatever, and require but very little inspection; the wear being very slight they only have to be renewed once in a great while, and this can easily be done by unskilled labor. This motor is adapted for starting heavy loads with a minimum amount of current, and after starting operates exactly as the "squirrel cage" type does. With this type there is no necessity of providing clutches to allow the motor to attain its speed before throwing on the load, though in some cases it has been found desirable to do this and have all the motors of the "squirrel cage" type for the sake of uniformity, and thus reduce the stock of spare parts often kept for quick repairs in case of a possible accident to the motor.

The selection of the capacity of a motor to be used on any given drive should be taken up with the manufacturer of the machine or motor, and no general solution can be given off-hand because of the variety of equipment and local conditions surrounding each installation.

The cost of operation, as has been stated before, depends of course on cost of the current, but this is generally found to be reasonable, especially when the other advantages are taken into account. Current is paid for only when it is used, as soon as the motor stops the expense stops, and then also it is a very easy matter to keep accurate costs of operation by putting a meter on each motor or group of motors.

Feedstuffs

Feed inspection fees in Oklahoma during the past fiscal year amounted to \$47,167.25.

A. E. Langworthy, a Kansas City chemist, has been engaged by the state of Kansas as traveling feed inspector.

The next meeting of the Tri-State Feed Dealers Ass'n will be held in February at Wilkes-Barre, Pa., or Binghamton, N. Y., according to H. M. King, sec'y of the Ass'n.

A fire proof addition, 42x86 feet, is being built for the Bucyrus Cereal Co. of Massillon, O. Machinery is being installed for the manufacture of molasses feeds.

Baltimore received 1,594 tons of feed and shipped 100 tons during August; compared with 807 tons received and 38 tons shipped in August, 1911.—Jas. B. Hessong, sec'y Chamber of Commerce.

Minneapolis received 2,681 tons of feed and shipped 56,422 tons during August; compared with 2,026 tons received and 50,284 tons shipped during August, 1911.—John G. McHugh, sec'y Chamber of Commerce.

An addition of 50x150 feet is being made to the plant of the Sheets Bros. Elvtr. Co., of Cleveland, O., for the manufacture of molasses and poultry feeds. Eight storage bins are being constructed for the main plant.

The J. S. Ashbrook Co., Mattoon, Ill., is building a large addition to its plant for the manufacture of stock feed. A molasses feed will be manufactured and the company is now constructing three concrete tanks eight feet deep with a circumference of 18 feet in which to store the sorghum molasses. Aside from the feed plant, the company is making extensive improvements to its elevator and mill. An Ellis Drier will be installed, having a capacity of two cars per day.

Reports that the U. S. Dep't of Agriculture will put a more stringent interpretation on the present regulations governing the branding of feedstuffs are untrue, in the opinion of Dr. A. L. Winton, chief of the government pure food laboratory in Chicago. It had been stated that the government no longer considered it permissible for a concern to designate a mixture by using the name of only one ingredient. If this were true, many leading brands of feedstuffs would be illegal. Dr. Winton said it was barely possible that the department had in mind a new interpretation of the law, but if so, he had not heard of it.

Condimental or medicated stock foods are defined in an opinion by Att'y General Homan of Indiana as "Any mixture having as a filler or dilutant any material of feeding value, such as wheat bran, middlings, screenings, oil meal, etc., or any materials used as adulterants for feeding stuff, such as corn cobs, oat hulls, peanut hulls, mill sweepings, etc., together with condiments and herbs or drugs, either or both." He rules that all such mixtures, whether sold as stock foods, conditioners, relishes, powder tonics, etc., are covered by the Indiana feedstuffs law and must be registered and bear the state chemist's label when offered or exposed for sale in Indiana. The attorney-general exempts "condition powders."

The National Alfalfa Millers Ass'n will hold a special meeting at Wichita, Kan., between Dec. 15 and Jan. 1, 1913, at which time it is believed an adjustment to new crop values for corn and other feeds will have been made.

Dried potato greens have the same value for feeding stock as good meadow hay, according to experiments reported in the *Frankfurter Zeitung*. The belief that the potato plant is harmful to animals is said to be a prejudice without foundation. Potato greens must be dried by a special process on account of the thickness of the stalks, however. The German newspaper estimates that were one-quarter of the crop of potato greens in Germany dried for stock feed, 3,000,000 tons with a value of \$60,000,000 could be obtained.

No Rescission Without Seller's Consent.

The breaking of a contract to purchase grain on the part of the purchaser before time of delivery is known as an "anticipatory breach of contract" and figured in the suit of the St. Louis Grain Co. v. the Southern Flour & Grain Co. A judgment was given in behalf of the plaintiff for damages amounting to the difference between the contract price and the price realized from the sale of the grain at the place of delivery. In an appeal by the defendant, the Court of Appeals of Georgia affirmed the judgment of the lower court and refused a new trial.

The Southern Flour & Grain Co., Atlanta, Ga., contracted with the St. Louis Grain Co. to buy a quantity of grain for future delivery. Before the time of delivery, the Southern Flour & Grain Co. notified the seller that it would not take the grain at time of delivery. The court held:

Where there has been an anticipatory breach of an executory contract of sale, the seller has a right to treat the contract as ended, and immediately sue for damages; but he is not bound to do this. The purchaser alone cannot rescind.

Rescission can only be brought about by mutual agreement of the parties. If notice is given to the seller that the purchaser will not take and pay for the goods at the time and place of delivery, and the seller assents to this breach, then the contract is rescinded, and the seller will be remitted to whatever rights and remedies he had as of the date on which the breach by the purchaser is made. But if the seller refuses to assent to the attempted rescission of the contract by the purchaser, he has the right to wait until the time for performance, and then tender the goods to the purchaser.

A mere statement by a purchaser that when time for performance arrives he will not perform is not binding even upon him, unless the statement is immediately acted upon by the seller. The purchaser may reconsider. Such a notice is nothing more than an invitation to the seller to agree to a rescission. If the seller refuses to agree, the purchaser may still take the goods and comply with his part of the contract. The seller is not bound to assume that when the time for performance arrives the purchaser will refuse to comply, notwithstanding the latter may have notified the seller that he would refuse. The locus penitentie, so to speak, remains with the purchaser until after the time has arrived for performance on his part.

Here the seller adopted the other remedy provided by this section of the Code, and resold the goods after notice to the purchaser. This fixed the measure of the plaintiff's damages, and was conclusive upon the purchaser that the price realized at the resale was the market value of the goods at the time and place of delivery.—75 S. E. Rep. 439.

With a view of investigating grain growing and market conditions in the United States, Dr. Otto Brandt, sec'y of the grain exchange at Dusseldorf, Germany, is touring the country.

Wm. H. Colvin & Co. 104 S. La Salle Street CHICAGO

The energies of the trade are occupied in the marketing of the crop of small grains. The volume of receipts is large and so is the distribution. Values in the United States have been adjusted to those in Europe, so that there is an enormous absorption of wheat and oats, and both are on the best commercial bases they have been in years.

Lake freights are the highest at this season they have been in years, and ocean freights have increased 100% in the last 60 days. These conditions accentuate the big demand there is for food products.

Consignments of Grain and orders for future transactions solicited. Also orders for wheat from millers.

MEMBERS

New York Stock Exchange,
New York Coffee Exchange,
Chicago Stock Exchange,
Chicago Board of Trade.

Grain Buyers Weight and Copy Book No. 66

Is designed for agents of line companies, to use in keeping record of each day's purchases. Sending carbon copy to home office and retaining original. It saves labor and time and prevents errors in copying.

This book is 12x12, contains 225 pages and has room to record 7,425 loads in duplicate. Each page has duplicate printing for column heads of Gross, Tare and Net weights and the page is perforated down the middle from top to bottom, so that half of it folds back on the inside half, bringing the duplicate printing on half of the page over the printing on the under half, so that when a carbon paper is inserted between the leaves formed by folding over the page, an exact duplicate is made of the original entry.

A sheet of pressboard 6x12 inches is furnished with each book. It is placed between the pages and makes a good writing surface. Three sheets of carbon paper are furnished with each book.

The book is well bound in heavy board covers. Price, \$2.00.

GRAIN DEALERS JOURNAL
La Salle St., CHICAGO, ILL.

IF YOU WANT

regular country shippers
to become familiar with
your firm name, place
your "ad" here :: ::

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission, the carriers have made the following changes in rates:

N. Y. C. & St. L. in Sup. 9 to GFD 265D gives grain rates from its stations to eastern and seaboard cities, effective Oct. 1.

G. N. in GFO 23746 quotes grain rates on corn, oats, rye and wheat from its stations to St. Louis, Mo., and East St. Louis, Ill., effective Oct. 1.

C. & A. announces a new rate, effective Oct. 1, on grain from Pontiac, Livingston, Chenoa, Ill., to Milwaukee, Racine, Wis., and Waukegan, Ill., 9c.

C. G. W. in 86-A quotes local freight rates, naming allowances and charges for elevation of grain and seed at stations on the C. G. W., effective Oct. 1.

C. G. W. quotes a rate on wheat from Kansas City, originating beyond, to Bradford, Buckeye, 10.5c, Chapin 12c, Cambridge 10.5c, Clear Lake Jct., Ia., 12c, effective Oct. 1.

Wabash in Sup. 3 to F9399 quotes grain rates from Decatur and Springfield, Ill., to connecting lines stations in Illinois, Iowa, Michigan, Minnesota and Wisconsin, effective Oct. 3.

C. & N. W. in Sup. 48 GFD 11100 quotes grain rates from its stations in Illinois, Wisconsin, Michigan, Iowa, Minnesota and stations in Nebraska, Wyoming and South Dakota, effective Oct. 1.

C. R. I. & P. in Sup. 67 to 12450C quotes grain and grain product rates between Illinois, Iowa, Minnesota points and stations in Kansas, Nebraska, Colorado and Oklahoma, effective Oct. 7.

W. H. Hosmer, agent, in 68A quotes grain rates from Illinois, Iowa points and St. Louis, Mo., also from east Mississippi river crossings to C. F. A. points and Ontario, Can., effective Oct. 15.

C. M. & St. P. in Sup. 23 to GFD 2,000B quotes grain rates between stations in Minnesota, North Dakota, South Dakota and Council Bluffs, Ia., Omaha and South Omaha, Neb., effective Oct. 1.

C. T. H. & S. quotes a state rate effective Sept. 9, interstate Oct. 1, on grain from Elhara, Ind., to Cleveland, O., 13c, to Henderson, Ky., 7c; grain from Elene and Linton, Ind., to Evansville, Ind., 7c.

The Interstate Commerce Commission has suspended until Jan. 7 the proposed advance of 4c per 100 lbs. in the rate on barley from California, Nevada and Utah to Minneapolis. The current rate is 55c.

Advances in proposed barley rates between California, Nevada, Utah and Minneapolis and other eastern cities, were suspended Sept. 10 until Jan. 7, to permit hearings before the Interstate Commerce Commission.

C. R. I. & P. in Sup. 6 to 14871E quotes grain and grain product rates from Memphis, Tenn., and stations in Arkansas; also from stations in Louisiana to Memphis, Tenn., and stations in Arkansas, effective Oct. 6.

C. B. & Q. in Sup. 8 to 10443 quotes local, joint and proportional freight tariffs on grain and grain products between St. Paul, Minneapolis, Winona, Minn., La Crosse, Wis., and stations in Illinois, effective Oct. 1.

C. C. C. & St. L. in Sup. 19 to ICC 4766 quotes grain rates from its stations and those of the Cin. Nor. to Illinois, Indiana, Iowa, Kentucky, Michigan, Ohio and Wisconsin points, effective state Sept. 15, interstate Oct. 1.

C. G. W. in Sup. 11 to GFD 14572A1 quotes rates on wheat, corn and oats from Missouri, Kansas, Nebraska and Iowa points, when originating beyond, to Cincinnati, O., Jeffersonville, Ind., Louisville, Ky., and New Albany, Ind., applies only on traffic destined to southeastern and Cairo territory, effective Oct. 1.

C. B. & Q. in Sup. 7 to 10272 quotes local, joint and proportional rates on grain, grain products and carloads between Chicago, Peoria, Ill., and its stations and those of the R. I. Sou. in Illinois, etc., effective Oct. 1.

C. & A. in Sup. 6 to 28B quotes elevation and transfer charges on grain, and rules governing furnishing of grain doors, also miscellaneous local rules and exceptions to classifications applying at its stations, effective Oct. 3.

C. & A. in 1651 A announces a new rate effective Oct. 1 on corn, grits, gluten feed and meal from its stations in Illinois including those on the C. & I. M. and Macoupin County Ry., to Milwaukee, Racine, Wis., and Waukegan, Ill.

C. C. C. & St. L. in Sup. 11 to 1401A quotes grain and grain by-product rates from its stations and those of the Cin. Nor. to Kentucky, Ohio, Pennsylvania and West Virginia points, effective in state Sept. 15, interstate Oct. 5.

C. G. W. in Sup. 19 to 14879 quotes local, joint and proportional rates on grain between St. Paul, South St. Paul, Minneapolis, Minnesota Transfer and Stillwater, Minn., and its stations and those of its connections, effective Oct. 1.

C. G. W. in Sup. 8 to 6-A quotes local and joint rates on grain between Chicago, Milwaukee and stations on the C. G. W., C. M. & G., E. J. & E. and Hanover Ry., in Illinois, also Dubuque, Ia., effective state Sept. 1, interstate Sept. 30.

C. G. W. in Sup. 15 to 14903 quotes local, joint and proportional rates on grain, hay between Atchison, Kan., Kansas City, Kan.-Mo., Leavenworth, Kan., and St. Joseph, Mo., and its stations and those of its connections, effective Oct. 1.

C. M. & St. P. quotes a state rate for Michigan, effective Sept. 12, interstate Oct. 1, on malt from Appleton, Wis., to Calumet, Lake Linden, Laurium, Mich., 21c, Marquette, Hancock, Houghton, 16c, Mohawk 23c, Calumet, Dollar Bay, Mich., 19c.

C. G. W. in Sup. 19 to GFD 14889A9 quotes grain rates between its stations and connections and St. Louis, Mo., and East St. Louis, Ill., and stations taking same rates also Evansville, New Albany, Jeffersonville, Ind., and Cincinnati, O., effective Oct. 1.

C. M. & St. P. in Sup. 106 to GFD2463D quotes grain rates between Chicago, Milwaukee, Racine, Wis., Duluth, Cloquet, Minn., or Superior, Wis., St. Paul, Minn., and rate points and stations in Iowa, Missouri, Minnesota, North Dakota and South Dakota, effective Oct. 1.

C. M. & St. P. quotes rates effective Sept. 15 on wheat and coarse grain from Avon, Betts, Corsica, Kimball, Lesterville, Mt. Vernon, Plankinton, Pukwana, Running Water, Stickney, Tabor, Tyndall, Utica, Vivian, S. D., Wells, Minn., and White Lake, S. D., to Chicago.

Mo. Pac. in Sup. 23 to 682A quotes grain and grain product rates from stations in Illinois and Missouri and Memphis, Tenn., to St. L. I. M. & S. stations and connections in Arkansas and Oklahoma, also Texarkana, Ark., Lake Providence and St. Joseph, La., effective Oct. 1.

C. G. W. in Sup. 1 to 33-B quotes joint and proportional rates on grain and flaxseed, carloads, from Minneapolis, Minnesota Transfer, St. Paul, South St. Paul, Minn., Council Bluffs, Ia., Omaha and South Omaha, Neb., to Memphis, Tenn., New Orleans, La., etc., effective Oct. 1.

Erie will issue a rate, effective Oct. 1, from Buffalo to Long Dock, Jersey City, N. J. (for export), barley and corn 4½c, flaxseed 5½c, oats 3.7c, rye 5¼c, wheat 5½c per bu.; to Baltimore (for export), barley and corn 4.45c, flaxseed 5.2c, oats 3.5c, rye 4.95c, barley 4.55c, oats 3.50c, flaxseed 5.20c per bu.; to New York lighterage station, N. J., and points within lighterage limits of New York harbor (for export), wheat 5.50c, shelled corn 4.75c, rye 5.25c, barley 4.75c, oats 3.70c and flaxseed 5.50c per bu.

C. & A. in 1651-A. quotes grain and grain product rates from its stations and those of the C. & I. M. and Macoupin Co. Ry., in Illinois, also St. Louis and points in Louisiana and Missouri to Milwaukee and Racine, Wis., and Waukegan, Ill., effective Oct. 1.

C. G. W. in Sup. 12 to 36A quotes local, joint and proportional freight rates on grain, grain products, flaxseed, millet seed between Chicago and stations in Illinois and Indiana and its stations in Iowa, Kansas, Minnesota, Missouri and Nebraska, effective Oct. 1.

C. G. W. in Sup. 2 to 68-B quotes proportional rates on grain, flax and millet seed from Minneapolis, Minnesota Transfer, St. Paul and South St. Paul, Minn., to Chicago and its stations in Illinois and Iowa, also to St. Louis, East St. Louis, Ill., Peoria, Ill., and other stations in Illinois and Iowa, effective state Sept. 15; interstate Oct. 10.

C. E. Fulton in Sup. 2 to joint and proportional freight tariff 106-B quotes grain and grain product rates from Chicago, Indianapolis, Milwaukee to Bristol, Tenn.-Va., 18c. Carriers will allow to elevators performing transfer service, the actual cost but not to exceed one-quarter of a cent per bushel for transferring the grain thru elevators at Milwaukee.

C. G. W. in Sup. 19 to 14889 quotes joint and proportional rates on cotton seed cake, cotton seed hulls, cotton seed meal, flax moss, flax tow, grain, hay and seeds in carloads, between its stations and those on the C. N. and W. C. F. & N. and St. Louis, Mo., and East St. Louis, Ill., also Evansville, New Albany, Jeffersonville, Ind., and Cincinnati, O., effective Oct. 1.

Frisco quotes a rate effective Oct. 1 between Kansas City, Mo., and Phillipsburg, Mo., wheat 15½c, corn and linseed meal, 13c; flaxseed, millet seed, hemp seed, 15½c; broom corn, 30½c; between Atchison, Leavenworth, Kas., St. Joseph, Mo., and rate points, and Phillipsburg, Mo., wheat, 15c; corn, linseed meal, 13c; flaxseed, millet seed, hemp seed, 15½c; broom corn, 30½c.

C. G. W. in Sup. 20 to 14481 quotes local and joint proportional freight rates on grain, grain products, hay and seeds from Kansas City, Mo.-Kan., St. Joseph, Mo., Leavenworth, Kan., Atchison, Kan., Council Bluffs, Ia., Omaha and South Omaha, Neb., to its stations and those of its connections and also East Dubuque, Ill., when destined east of the Illinois-Indiana state line, effective Oct. 1.

C. R. I. & P. in Sup. 2 to 19690-D quotes local, joint and proportional rates on grain, grain products, seeds, broom corn, hay, straw and corn husks, car loads from stations in Colorado, Iowa, Kansas, Missouri, Nebraska, New Mexico and Oklahoma to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and stations in Alabama, Arkansas, Louisiana, Mississippi and Missouri, effective Oct. 9.

C. & N. W. in Sup. 1 to GFD7170B quotes rates on wheat, corn, oats and rye, when originating at stations in tariff index 1 to 456 inclusive, may be stopped at any intermediate station between point of origin and Peoria, Ill., for milling, grinding, storage, clipping, inspection and mixing and may be forwarded to East St. Louis, Ill., via Peoria & C. P. & St. L. Ry., tariff rate in effect at time of shipment from point of origin to destination may be charged, effective Oct. 1.

C. C. C. & St. L. quotes a rate effective in state Sept. 1, interstate Oct. 1 to Cairo, Ill., from Belknap, Ill., corn 4.40c, wheat 4.80c, grain except corn and wheat 4.60c, from Foreman, Ill., corn 4.40c, wheat 4.80c, State Sept. 15, interstate Oct. 1, grain from Toledo, O., to Athens, O., 7c, Bloomington, Ill., 8c, Peoria, Ill., 8½c. Beginning Oct. 1 a grain rate will go into effect to Adrian, Mich., from Anderson, Ind., 8c, Cambridge City, Ind., 8½c, Fairmount, Hagerstown, Ind., 8c, Knightstown, Ind., 8½c, Marion 7½c, Muncie and New Castle, Ind., 8c, Shelbyville, Ind., 9c.

C. G. W. in connection with the C. M. & St. P., I. C. and the C. & N. W., in Sup 2 to 22-A quotes joint and proportional rates on grain, grain products, flax and millet seed between its stations in Iowa, Kansas, Minnesota, Missouri and Nebraska and Milwaukee, Wis., effective Oct. 1.

C. C. C. & St. L. in 1403T quotes rates on buckwheat, corn, kafir corn, oats, rye and wheat to Frankfort, Ky., from Bloomington, Pekin and Peoria, Ill., proper, 16c, when from beyond 14c grain products as described in item 330 Morris' ICC 339 from and to same points proper, 16c, when from beyond 15c, buckwheat, corn, kafir corn to Frankfort, Ky., from Chicago, Coster, Essex, Gardner, Kankakee, Mazon and Seneca, Ill., proper, 16c, when from beyond 14c, effective Oct. 1.

D. L. & W. quotes a rate effective Oct. 1, from Oswego, N. Y., to New York lighterage station, N. J., and points within the lighterage limits of New York harbor, for export, wheat 5.50c, shelled corn 4.75c, rye 5.25c, barley 4.75c, oats 3.70c, flaxseed 5.50c per bu.; from Buffalo, N. Y., to Baltimore and Philadelphia (for export), wheat 5.20c, shelled corn 4.45c, rye 4.95c, barley, 4.55c, oats 3.50c, flaxseed 5.20c per bu.; to New York lighterage station, N. J., and points within lighterage limits of New York harbor (for export), wheat 5.50c, shelled corn 4.75c, rye 5.25c, barley 4.75c, oats 3.70c and flaxseed 5.50c per bu.

C. B. & Q. quotes a rate effective Oct. 10 to Brookport, Cairo, Ill., Evansville, Ind., Metropolis, Ill., Paducah, Ky., when for points in Cairo or southeast territory, also Nashville, Tenn., from Sioux City, Ia., corn and bran 16½c; from Sioux Falls, S. D., wheat 21c, corn and bran 21c; from Kansas City, Mo., on shipments originating beyond or on products milled from grain or seeds originating beyond, flaxseed 12c, wheat 10c, corn and bran, 9c; from Omaha, Neb. (applies on shipments originating beyond or on products milled from grain or seeds originating beyond), wheat 11c, corn and bran, 10c.

R. I. quotes a rate effective Oct. 3, from Kansas City, St. Joseph, Mo., Armourdale, Atchison, Leavenworth and Fort Leavenworth, Kan., to Galveston, Tex., Mobile, Ala., New Orleans and Port Chalmette, La., Texas City, Tex., and Westwego, La., wheat 18½c, corn, rye, oats, barley, kafir corn, shorts and wheat bran 17½c. (Applies only on shipments originating at points beyond from which no thru rates are published.) From Council Bluffs, Ia., Omaha and South Omaha, Neb., originating beyond, to Galveston, Tex., Mobile, Ala., New Orleans, Port Chalmette, La., Texas City, Tex., and Westwego, La., wheat 19½c, corn, rye, oats, barley, kafir corn, shorts and wheat bran, 18½c. A rate effective Oct. 7, between Beatrice, Neb., and Chicago, wheat 21.35c, corn 18.65c, linseed cake 20c, St. Paul, Minn., wheat 20.35c, corn 17.65c, linseed cake 19c; Peoria, Ill., wheat 19.85c, corn 17.15c; Mississippi River, wheat 18.35c, corn 15.65c, linseed cake 17c. A rate, effective Oct. 5, between Keokuk, Ia., and points taking Chicago rate basis, flaxseed 12.5c, wheat and corn 10c. State Aug. 29, interstate Oct. 5 between Chicago and rate points and Ridgely, Andrew, Cantrall, Athens, Ill., wheat, rye, oats, corn and barley, 8c.

The next national corn exposition will be held at Columbia, S. C., from Jan. 27 to Feb. 8, 1913.

The government is considering the advisability of distributing \$25,000,000 among the banks in the great farming sections to assist in financing the crops and preventing a financial stringency.

Dr. H. M. Reynolds of the Minnesota College of Agriculture and Dr. C. H. Ward of the state live stock sanitary board are assisting the authorities in Kansas in eradicating the epizootic that has killed thousands of valuable horses in that state.

CROP IMPROVEMENT.

Gov. B. F. Carroll of Iowa has issued a proclamation setting aside Sept. 23 as seed corn day and designating Sept. 20 to 26 as seed corn week.

A bill to give county boards of supervisors the authority to levy a special tax for the support of crop experts to give free advice to the farmers is being urged by the Commercial Club of Sioux City, Ia.

Citizens of Blackhawk County, Ia., have organized under the name of the Blackhawk County Crop Improvement Ass'n for the purpose of establishing a farm demonstration buro, in charge of a crop expert.

The Crop Improvement Com'ite of the Council of Grain Exchanges has started a campaign to interest life and other forms of insurance companies in the establishment of farm demonstration buros in every agricultural county.

The board of supervisors of Will County, Ill., were urged to appropriate \$7,000 and purchase 20 acres for an experiment station by the com'ite appointed last June to investigate the proposition, at a meeting of the board held Sept. 14.

"Save Iowa Seed Corn in September" is the subject of extension bulletin No. 9, published this month by W. J. Kennedy, director of the Agricultural Extension Dep't of the Iowa State College of Agriculture, Ames, Ia. Means of caring for seed corn are shown in illustrations and reasons are given for selecting it at this time.

The board of supervisors of Sangamon County, Ill., will employ a crop expert at the county poor farm next year. The poor farm will be used as a demonstration farm for the benefit of the farmers in the county. Surplus seed will be sold to the farmers, with a view of creating a greater uniformity and the dissemination of seed best adapted to the section.

Ten counties will soon receive \$1,000 each from the Crop Improvement Com'ite of the Council of Grain Exchanges for the establishment of farm buros under the direction of a scientific agriculturist. The counties that have complied with all the requirements are: St. Lawrence, Oneida and Herkimer counties in New York, Mercer, Montgomery and Washington counties in Pennsylvania, Kanawha County, West Virginia, Marion County, Oregon, Blackhawk County, Iowa, and Harris County, Texas.

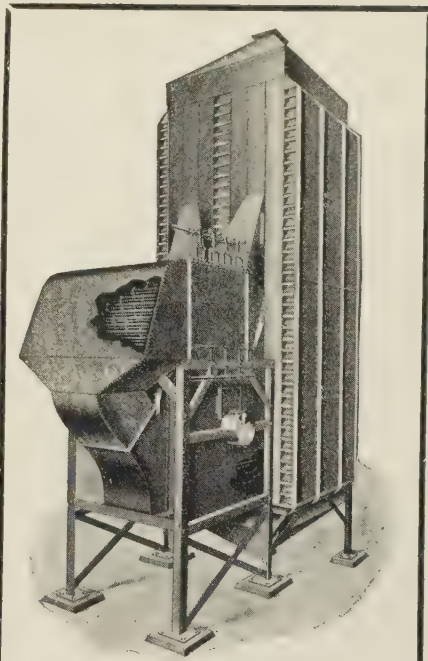
Feeding Test of Sulphured Oats.

The interstate shipment of purified or sulphured oats and damaged corn hinges on the outcome of experimental feeding begun Sept. 13, at the government farm, Bethesda, Md. A number of cattle, about 20 horses, 40 sheep, 40 hogs and 40 chickens will be fed on the grain.

The feeding qualities of sulphured oats and damaged corn were subjects of bitter controversy between grain men and Dr. Wiley, formerly at the head of the Buro of Chemistry of the Agricultural Department.

During the test, the animals will be closely watched and the effects of the feeding noted. Several experts are "cock sure" that sickness will result among the members of the "poison squad" as the animals experimented upon are called facetiously.

Bulgaria has prohibited the export of wheat, oats and other foodstuffs until Nov. 14.



The Hess Ideal Drier and Cooler for Country Elevators, Mills, etc.

Capacity 800 to 1200 Bushels per 10 hours

Price \$900.00 f.o.b. Chicago

More grain is dried in

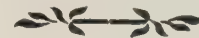
Hess Driers

than in all other makes combined—

Why?

Because grain men prefer them to others and because of a lot of other reasons outlined in our booklet, which is yours for the asking.

We make nine regular sizes, suitable for all requirements, from that of a small elevator up to the big export elevators of the seaboard.



HESS

(U. S.)

Moisture TESTERS

are suitable for use with gasoline, gas, alcohol or electricity. They are guaranteed for accuracy.

They are better built than any tester and more convenient in operation, besides being economical in the cost of repairs. (Copper flasks, not glass.) Send for booklet on testing grain.

Hess Warming & Ventilating Co.

907 Tacoma Bldg. :: Chicago

Supply Trade

Chicago, Ill.—The National Gas Engine Starter Co. has been incorporated with capital stock of \$300,000.

Minneapolis, Minn.—J. H. Pank, well known to the grain elevator and machinery trade, has become manager of the Pioneer Malting Co. of this city.

Rockford, Ill.—The Emerson-Brantingham Co. has purchased the entire business of the Rockford Engine Works, including the plant, equipment, materials, etc.

Springfield, Ill.—W. H. Wenholz, who has been operating from Cicero, Ill., has secured a big contract here and will make his headquarters at 214 S. 4th St., closing the Decatur office.

Williston, N. D.—A new construction company, to be known as the Grain Elevator Construction Co., has been organized by A. J. Clark, a well known contractor and builder of elevators, who was formerly located at Minneapolis.

New York, N. Y.—The Western Electric Co. will spend about \$750,000 in enlarging its plant at Hawthorne, Ill., to take over the company's New York manufacturing business. It is expected that the additions will be completed in about a year.

Chicago, Ill.—C. F. O'Connor, of the Decatur Constr'n. Co., Decatur, Ill., has severed his connection with that concern and has become a representative of the Skilfin & Richards Mfg. Co. Mr. Strupe will continue the construction company at Decatur.

An advertisement can be too serious as well as too frivolous—the salesman who comes in with a funeral last-chance-on-earth air gets turned down as often as the too familiar chap who claps you on the back and tells you a funny story.—*Mahin's Messenger.*

Chicago, Ill.—Lack of cars to transport cement has caused a shortage and a general increase in price of from 50c to \$1 per barrel. At a large Pennsylvania mill they can secure but 30 of the 90 cars needed for daily use. It is claimed that the great majority of the cars have been drawn west by the bumper crop.

Buffalo, N. Y.—In modern construction there are many instances where adequate waterproof for cement is invaluable. To elevator owners who are alive to the possibilities of concrete construction for foundations, bins, pits or any of the other many ways it can be profitably used, the descriptive literature prepared by the Hercules Waterproof Cement Co. ought to be of much interest. They will gladly send it to readers of the Journal upon request.

Chicago, Ill.—The Hess Warming & Ventilating Co. reports the sale of stationary driers to the Toledo Grain & Mlg. Co., Toledo, O., and C. K. Eddy & Sons, Saginaw, Mich. Without doubt due to present crop conditions, is the early demand for moisture testers, as evidenced by the purchase of a Hess Moisture Tester by the Farmers Co-op. Co., Fairview, S. D., El Reno Mlg. & Elvtr. Co., El Reno, Okla., United Flour Mills Co., Minneapolis, Minn., Gilbert Grain Co., Gilbert Station, Ia., and Washington Mlg. Co., Washington C. H., O.

Saratoga Springs, N. Y.—A device for which is claimed the possible saving of from 50 to 75% of fuel cost is the oil gas producer manufactured by the Jacobson Motor Co. Installation is said to be very simple and attached easily to any standard gasoline engine, either 2 or 4 cycle type. Starting, it is also claimed, is made much easier. To such readers of the Journal as these improved conditions may appeal, explanations in detail will be gladly sent by the manufacturers.

Omaha, Neb.—The American Supply Co., well known to the grain trade, especially in the western territory, has recently removed to better and more capacious quarters at 1102-1104 Farnum St., permitting of a much larger and more complete stock. The present floor space totals more than 25,000 square feet, exclusive of warehouse room. With a complete line of Grain Elevator Machinery and Mill Supplies; Roofing and Building Paper, Paints, etc.; Safes, Vaults and Safety Deposit Boxes, and an estimable reputation, they now have a stock to draw from which will satisfy the most exacting.

Silver Creek, N. Y.—At a recent meeting of the board of directors of the S. Howes Co. it was decided to provide a substantial increase in its shop capacity. The new building is to be of the finest and most modern type of fireproof factory, four stories in height, 70x75 ft., with 11,000 ft. of floor space used for machine shop purposes and about the same amount for the wood working department. Ample space between the columns and 14 ft. between ceilings will permit of assembling complete the largest grain clearers built. Other features will be conveniently arranged: power connections for testing, steel sash, with over 5,000 panes of glass for perfect day light conditions, traveling crane, electric lights, vacuum cleaning, steam heat, etc., will add greatly to the convenience and comfort of the employees. The S. Howes Co. will therefore have every means to execute all orders for the Eureka line satisfactorily and promptly.

A record crop of rye, amounting to 8,700,000 tons is prophesied by the German Bureau of Agrarian Statistics. Last year broke all previous records when the crop of rye yielded 8,500,000 tons.

SAFEGUARDING THE Elevator from Fire.

It is estimated that the property loss in the United States from fires during the last 33 years totals the enormous sum of \$5,147,253,724. The magnitude of this loss is almost inconceivable, yet an idea of it may be gained from the fact that this sum is equal to 1/25 of the present wealth of the United States. This sum, if in silver dollars placed side by side, would reach around the earth nearly five times.

The enormous sum certainly drives home the conviction that the fire hazard is of no small magnitude. It is imperative therefore that the most approved and up-to-date system for fire protection be installed. Many plants are being equipped with automatic sprinkler systems and protection is afforded providing the water pressure is maintained. In the case where the pumping installation belongs to the plant, this requirement means that the motor and control apparatus must be absolutely reliable so that no fault will develop and make it necessary to shut the motor down and stop the pump.

A fire pump with its control panel is designed for emergency conditions and consequently is seldom operated. All operating parts of the control panel shown in Fig. 1 have bearings provided with noncorrosive parts so that they cannot rust on account of long disuse and prevent the motor from operating at the critical time.

The complete panel is enclosed in a splash proof case which effectively protects it from dripping water and also prevents the entrance of water if a stream from a fire hose should strike it. The panel is mounted on four pipe supports so that it cannot be reached by water accumulating in the basement where the panel is generally installed.

The pressure governor, connected to the water pressure system, closes the control circuit of the panel as soon as the water pressure falls to a predetermined value starting the motor with all the starting resistance in circuit. An automatic starter brings the motor up to speed. If desired the motor may be started by hand by means of the lever shown on the right side of the panel shown in Fig. 1.

The panel is fully protected against

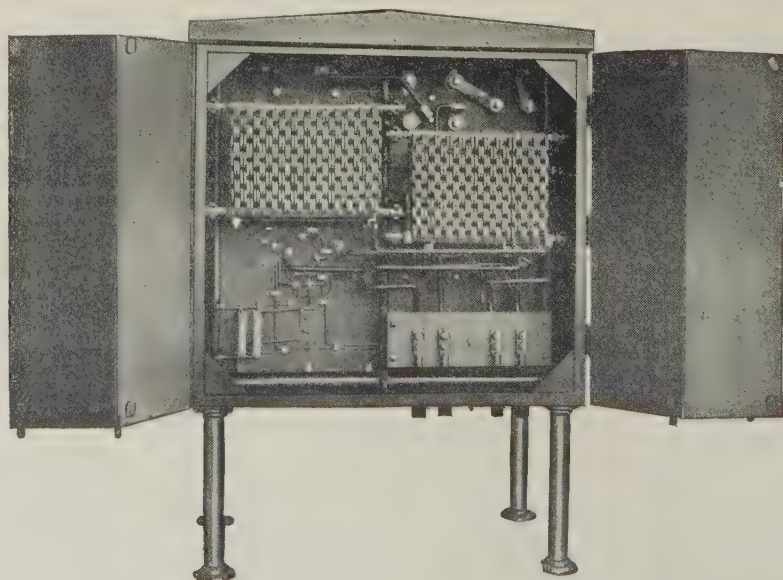


Fig. 1. Rear View of Fire Pump Motor Control Panel.

voltage failure and also against overloading.

Two lamps are mounted on the panel, the one serving to indicate when there is voltage on the line while the other one tells when the motor is running. These lights are visible through glass bulls eyes in the enclosing cover.

The contactors which open the main line circuit are provided with powerful magnetic blow outs which snuff out the arc when the circuit is opened and prevent any burning out of contactor parts.

The C. B. Circuit breaker used for overload protection has been designed especially for very severe service. All current carrying parts are of ample cross section ensuring continuous operation without overheating.

The iron grid starting resistance is of sufficient current carrying capacity for frequent starting of the motor. Frequent starting might be required in case one sprinkler head only should open, as this would cause a small flow of water in the pipes and the pump would be able quickly to refill the tank. At this point the control system stops the motor, only to start it again when the pressure falls to the value at which the pressure governor is adjusted to operate.

The above description applies to panel controlling D. C. motors. There is a similar panel for controlling the slip ring type of induction motors, where automatic control is obtained by means of a motor operated dial switch. The latter may also be operated by hand if desired.

The statements made above regarding the general construction, operating conditions and reliability of the D. C. control panels apply to panels operating on A. C. circuits. The control apparatus described above is manufactured by the General Electric Company.

The germ which is supposed to have caused the death of thousands of horses in Kansas has been found by H. H. Waite, state bacteriologist. It is said to enter the horse's head thru the mouth or nostrils and thence finds its way to the brain. The germ is supposed to diffuse itself thru the air as well as in hay or other feed.

HOW RECEIVERS CAN Expedite Car Movement.

The Kansas City Board of Trade has issued a bulletin asking members of the organization to co-operate in preventing a car shortage at their market. In the bulletin, Charles W. Lonsdale, chairman of the transportation com'tee, says:

"Car supply for loading is less than the demand. Delay in releasing equipment is serious. One unnecessary day in ordering disposition of a car means some one must wait one day more for a car to load. Unless every one does his part our yards will be blockaded, and we cannot prevent an embargo.

"Delay in sending disposition orders to the railroad through the sec'y's office after grain arrives and is sold. You can help, if you will instruct your assistants to send disposition orders to the secretary's office as rapidly as they come from the floor salesman.

"Floor salesman's failure to send orders from the floor to the grain office immediately the sales is made so that disposition orders can be sent through secretary's office earlier. You can help if you will instruct your floor salesman to send his sales to your office immediately sale is made.

"Holding grain for a probable better market. You can help if you will induce your country shipper to trust your judgment and get the best price you can on the day's market displayed.

"Delay in securing country Bs/L from bank, thus delaying prompt releasing cars requiring surrender of ladings. You can help by taking up country ladings earlier in the day."

John F. Courcier, sec'y of the Grain Dealers National Ass'n, was married recently to Miss Ivy Queen Armitage of Detroit, Mich.

Argentine Republic taxes grain by imposing a tax on every employe of an exporting house, who is sent outside to receive grain at the railway stations. A former tax on cereals transported thru the provinces in Argentine, was declared illegal by the Supreme Court of that country.

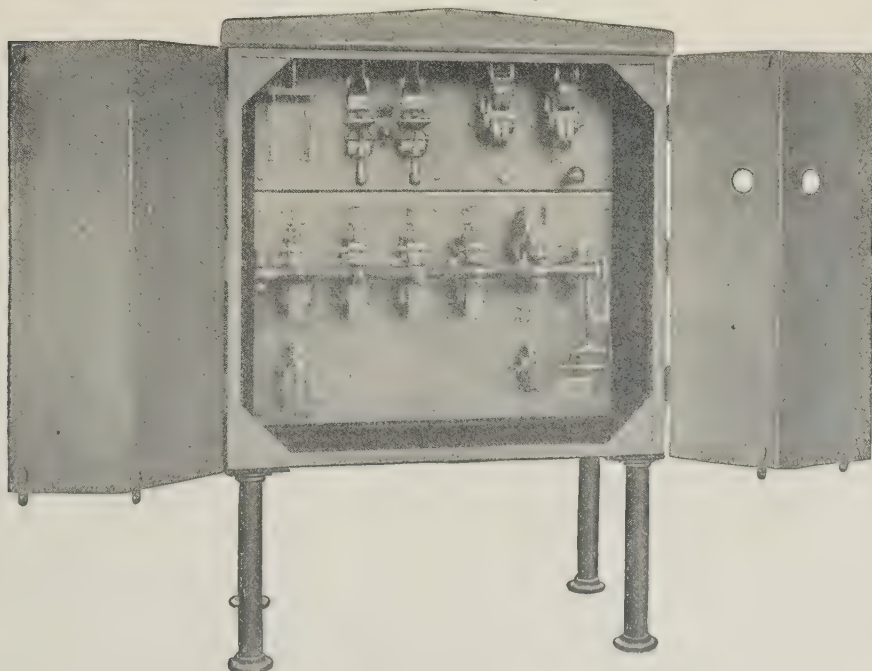


Fig. 2. Automatic Control Panel for 100 h.p. 220-volt D. C. Fire Pump Motor (front view).

Sample Envelopes

Non-Sifting

Designed especially for mailing samples of grain and seed. Specimens Free.

TULLAR ENVELOPE CO.
67 Larned St. Detroit, Mich.

FOR SALE 3 Ideal Hess Driers

For all practical purposes as good as new.

Low price for quick sale.

Address DRIER
732 Postal Telegraph Building, CHICAGO, ILL.

Railroad Claims Adjusted No Collection No Charge

Rates Reasonable

Experienced lawyer in charge.
References furnished on request.
Write for further particulars.

Freight Claims Co.
822-24 Metropolitan Life Building
Minneapolis, Minnesota



Is this your grain?

It May Be

But these losses can be prevented with

Kennedy Car Liners

Made by

FRED W. KENNEDY

Shelbyville, Ind.

To BUY
SELL
RENT or
LEASE an
ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns.

Vest Pocket Grain Tables

reduce any number of pounds from 10 to 100,000 to bushels. For all kinds of grain. Size 2 1/2 x 8 1/2 in. Printed in 2 colors. Price 50 Cents.

GRAIN DEALERS JOURNAL.
CHICAGO, ILL.

Supreme Court Decisions

Acceptance of B/L.—A shipper's acceptance of a B/L binds him whether he reads it or not.—*Boyle v. Bush Terminal R. Co.* Supreme Court of New York. 136 N. Y. S. 355.

Jurisdiction of Commerce Court.—The commerce court has no jurisdiction of a complaint by shippers of the refusal of the Interstate Commerce Commission to reduce maximum rates to the full extent asked.—*Eagle White Lead Co. v. Interstate Commerce Commission.* Supreme Court of the United States. 32 Sup. Ct. Rep. 769.

Signing Check in Blank.—One who signs a note or check in blank and delivers it to another confers upon the holder an implied authority to fill in the blanks, and is bound by the check as filled in, if it pass to an innocent holder, though filled in contrary to the understanding of the parties.—*Reddick v. Young.* Supreme Court of Indiana. 98 N. E. 813.

Carrier's Duty to Give Notice of Arrival.—A carrier is liable for breach of its contract to give notice of the arrival of goods to the consignee, embodied in the contract by Code 1907, § 5604, to the extent of any damages which naturally and proximately result therefrom.—*Greek-American Produce Co. v. Illinois Cent. R. Co.* Court of Appeals of Alabama. 58 South. 994.

Mutual Insurance.—Provisions in a mutual fire insurance policy that, on insured's failure to pay assessments, the directors might annul the policy, and that no benefit should be received until all assessments should be fully paid, was self-executing so as to suspend a delinquent member.—*Stutzman v. Cicero Mut. Fire Ins. Co.* Supreme Court of Wisconsin. 136 N. W. 604.

Warehouseman's Liability.—Where a warehouseman agreed to store goods left with him in a particular place, but, in violation of the agreement, kept them in another place, where they were destroyed by fire, he was liable for their loss; damages from fire being within the contemplation of the parties when the agreement was made.—*Mortimer v. Otto.* Court of Appeals of New York. 99 N. E. 189.

Fire Set by Locomotive Engine.—In an action against a railroad company for negligently causing the destruction of the plaintiff's house by fire, the plaintiff could show the occurrence of two other fires on the same premises which were caused by sparks from the defendant's engine, and which occurred within three months before the destruction of property sued for.—*Louisville & N. R. Co. v. Guttman.* Court of Appeals of Kentucky. 146 S. W. 731.

Fire from Railroad Engine.—Where a fire set out by a railroad burned the buildings of N. which adjoined the railroad right of way, and such fire was communicated from those buildings to the building of plaintiff, which was also consumed, the contributory negligence of N., if any, would constitute no bar to a recovery by plaintiff for the damage sustained by him on account of the railroad company's negligence.—*Freeman v. Peacock.* Court of Civil Appeals of Texas. 149 S. W. 259.

Purchase of Stock on Margin.—Where brokers are employed to purchase stock on margin, they may purchase it in their own name and mingle it with their own certificates; but they are bound at all times to have under their control for delivery to plaintiff the number of shares purchased by him, and if they fail to purchase and retain the stock for which plaintiff has partly paid, then they have diverted his money, and are bound to account for it to him.—*Shiel v. Stoneham.* Supreme Court of New York. 135 N. Y. Supp. 1024.

Assignment of Grain Contract.—A party to a contract for the sale of grain which has been deposited with the other contracting party as collateral security for a loan may assign his interest therein subject to any interest or lien of the other party, since the deposit does not discharge its obligatory force, affect the seller's liability, nor deprive the buyer of his right of action for a breach.—*Milliken-Helm Commission Co. v. C. H. Albers Commission Co.* Supreme Court of Missouri. 147 S. W. 1065.

Railroad Commission Can Not Release Carrier.—The State Railroad Commission has no jurisdiction over the contractual relations of carriers and shippers, that being a matter on which the Legislature alone can legislate, and a clause in a B/L, the form of which was adopted on an order of the commission, in conflict with the general principles of law, is not binding upon a shipper not shown to have expressly or impliedly consented to be bound by such clause.—*Whitehurst v. Texas & P. Ry. Co.* Supreme Court of Louisiana. 59 South. 42.

Connecting Carriers.—*Carmack Amendment* June 29, 1906, c. 3591, 34 Stat. 584 (U. S. Comp. St. Supp. 1909, p. 1149) to *Hepburn Act* Feb. 4, 1887, c. 104, 24 Stat. 379 (U. S. Comp. St. 1901, p. 3154), making the initial carrier liable for damage occurring to his shipment upon the line of the connecting carrier, is intended merely to give a cumulative remedy, and does not prevent the shipper from maintaining an action against the connecting carrier.—*Baltimore, C. & A. Ry. Co. v. Wm. Sperber & Co.* Court of Appeals of Maryland. 84 Atl. 72.

Evidence of Date of Delivery.—In an action by a shipper against a carrier for delay in the delivery of freight to a consignee, a corporation, testimony of the president of the consignee that the records of the corporation showed the date when the freight was received was inadmissible as hearsay, in the absence of anything to indicate that the president had any personal knowledge of the facts, or kept the records, or supervised their keeping, or that they were correct.—*Kansas City Southern Ry. Co. v. Morrison.* Supreme Court of Arkansas. 146 S. W. 853.

Selling Pooled Crop.—In a prosecution for selling pooled tobacco in violation of Ky. St. § 3941a, it was proper to permit accused to show that he pooled his crop under belief that his failure or refusal to do so would result in his suffering bodily harm or having his property destroyed by night riders, and he was properly permitted to testify that certain persons told him that he would be in danger if he did not pool and that that was the best thing he could do; such testimony not being inadmissible as being hearsay.—*Commonwealth v. Refitt.* Court of Appeals of Kentucky. 148 S. W. 48.

Wrongful Delivery by Warehouseman.—Where a warehouseman, receiving wheat under an agreement to keep it until called for by a miller who had purchased the same for his mill, made a delivery without demand from the miller and at a time the mill was being repaired, the warehouseman was liable for the damages occasioned by his failure to keep the wheat until called for, but he was not responsible for expenses incurred by the miller in unloading the cars, in the absence of anything to show that the warehouseman was required to unload.—*Diamond Roller Mills v. Moody.* Supreme Court of Oregon. 125 Pac. 284.

Recovery of Bank Cashier's Margins.—The cashier of plaintiff bank maintained a speculative account with defendants, who were grain and stock brokers, and, on being called on for margins, delivered to them checks drawn to their order on plaintiff's account in a national bank, signed by himself as cashier. Held, that such checks bore on their face evidence that they had been drawn by the cashier for his individual use, without authority, and that plaintiff could recover the amount thereof, notwithstanding the defendants had no actual knowledge of the cashier's want of authority or fraud in drawing them.—*St. Charles Savings Bank v. Edwards.* Supreme Court of Missouri. 147 S. W. 978.

Connecting Carriers.—In an action under *Carmack Amendment* June 29, 1906, c. 3591, 34 Stat. 584 (U. S. Comp. St. Supp. 1909, p. 1149), to *Hepburn Act* Feb. 4, 1887, c. 104, 24 Stat. 379 (U. S. Comp. St. 1901, p. 3154), for damage to a delayed shipment, wherein both the initial and terminal carriers were joined as defendants and alleged to have been both at fault, the plaintiffs, in order to entitle them to judgment against the initial carrier, were required to prove only that the loss was occasioned either by its fault or the fault of the terminal carrier.—*Baltimore, C. & A. Ry. Co. v. Wm. Sperber & Co.* Court of Appeals of Maryland. 84 Atl. 72.

Buyer Paying Draft Can Not Garnishee Bank.—A draft attached to a bill of lading for merchandise, having been transferred to plaintiff, was sent to defendant bank for collection, where it was paid, and defendant immediately garnished by the drawee in an action for breach of warranty in the sale of the goods. Held, that in the absence of proof that plaintiff was not the owner of the draft, but was the mere collecting agent of the drawer, evidence of an alleged breach of warranty and false representation in the sale of the merchandise by the drawer was inadmissible.—*Felker v. First Nat. Bank of Cincinnati, Ohio.* U. S. Circuit Court of Appeals. 196 Fed. 200.

Failure of Arbitrators to Be Sworn.—The failure of arbitrators in a common-law arbitration to be sworn and to serve a signed copy of the award, as required by the statute, providing for a statutory arbitration, may be waived by the parties, and, where they appeared before the arbitrators and several days were occupied in the hearings, and neither party objected on the ground that the arbitrators had not been sworn, and the parties entered into negotiations for the payment of the award, the parties waived the fact that the arbitrators were not sworn and did not serve a signed copy of the award.—*Dore v. Southern Pacific Co.* Supreme Court of California. 124 Pac. 817.

Demurrage.—Under a carrier's demurrage rules providing that cars containing freight to be delivered on car load delivery tracks or private sidings should be placed on the track designated as soon as the routine of yard work would permit, and when the delivery could not be made on account of such track being fully occupied, or for any other reason beyond the control of the carrier, delivery should be made at the nearest available point, where car load freight could not be delivered on a particular track desired, then the railroad was entitled to make delivery at the nearest available point.—*Wooley v. Chicago & N. W. Ry. Co.* Supreme Court of Wisconsin. 136 N. W. 616.

Closing Trade on Falling Market.—Where a broker and his client, after a conversation concerning the advisability of selling certain securities which are held on margin, part, under circumstances which leave a doubt as to each other's real desire and purpose, the client, if fixed in his purpose to sell, should follow up such conversation, and the broker, if fixed in his purpose not to sell, should at least again consult his client before the market, which is falling gradually, reaches a point when the sale will involve his client in debt. Where, under such circumstances, neither party acts, the loss will be allowed to rest where it falls.—*Cohn v. Tebault.* Supreme Court of Louisiana. 58 South 881.

Container May Be Weighed with Contents.—The thing penalized by the statute is a misrepresentation of quantity; and hence, where it is tacitly agreed between the seller and the buyer, whether by express agreement or through mutual, though unexpressed, understanding, that an offer of sale, an order, or an invoice includes in the weight indicated the weight of the wrappings of the commodity sold, and such commodity so sold, offered for sale, or invoiced, together with its wrappings, conforms in weight to the terms of the sale, offer or invoice, the penalty of the statute does not attach.—*State v. Armour & Co.* Supreme Court of Minnesota. 136 N. W. 565.

Patents Granted

Grain Door. No. 1,038,148. (See cut.) Christ J. Johnson, Clear Lake, Wis., assignor of one-half to Frank J. Brandl, Clear Lake. The device is a door in combination with a grain car and door opening. The grain door is designed to shift longitudinally on a plane with the side of the car, supported by carriers on a longitudinally disposed track within the car.

Grain Door. 1,038,696. (See cut.) Charles W. White, East St. Louis, Ill. The device consists of a grain door having a rigid body portion and a plurality of hinged sections at its lower end. Means are provided for detachably securing the rigid body portion in place in the car and the hinged sections are adapted so that they may not move by a winding shaft with flexible connections between it and the means which secures the flexible sections of the door against movement and a flexible connection with one of the hinged sections and the winding shaft.

Car Seal. 1,038,744. (See cut.) William Grayson, Jr., St. Louis, Mo. The seal comprises a latch box having a transverse slot in its boundary wall. A spring wire latch formed with a bow is secured to the back wall of the box. Arms extend backwardly from the bow and have their ends crossed opposite the transverse slot. A doubled loop strip has its ends arranged parallel with each other and provided with registering slots, insertible thru the slot so as to first spread the ends of the arms of the spring apart and then permit them to spring back thru the strip-slots into normal position.

Seal for Box Cars. 1,038,782. (See cut.) William H. Northall, Evansville, Ind., assignor of one-half to Fred W. Goedeke, Evansville, Ind. The seal includes a hollow casing, having an entrance at one edge, a locking plate mounted within the casing and provided with an interior opening. The walls of the opening project into the opening from opposite sides and overlap in spaced relation to divide the opening into a front and rear portion, connected by a narrow lateral passage. The locking plate having an entrance channel registering with the entrance to the casing and adapt-

ed to afford passage of a flexible strip, provided in its ends with engaging openings. The entrance to the locking plate is continued as a narrow inwardly tapering channel, cutting into the rear portion of the opening at a slight angle. The wall of the rear portion of the opening forms a continuation of the entrance wall and disposed at a slight angle thereto to direct the strip upon attempted withdrawal past the mouth of the entrance channel and thru the lateral passage into the front portion of the opening. The wall of the front opening, adjacent the lateral passage is curved to direct the strip away from the passage to prevent its return therethru.

Chain Conveyor. 1,038,726. (See cut.) Frederick R. Cornwall, St. Louis, Mo., assignor to C. T. Patterson Co., Ltd., New Orleans, La. The device is a flight for conveyor chains, comprising two castings. One of the castings has a link receiving recess at its butt end and both form another link receiving recess at the butt end. The adjacent faces of the two castings are adapted to interlock the castings together and permit longitudinal movement of one casting relative to the other. Registering openings in the castings receive fastening devices to hold the castings together when in position.

Car Mover Shoe. No. 1,037,960. (See cut.) Richard Miller, Appleton, Wis. The device consists of a body portion having its under surface notched to receive rail gripping members and provided with a channel extending angularly and upwardly into the body portion at one side of the notches. The device also includes an open shallow recess on the other side of the notches, in combination with a retaining plate adapted to fit the open shallow recess and having lips adapted so as to enter the channel, the plate being removably connected with the body portion in a position partially covering the rail gripping members. It has, moreover, slots thru which the rail gripping members may project.

Elevator Bucket. No. 1,038,608. (See cut.) Frank G. Lawyer, Iola, Kan., assignor of one-half to William A. Wheeler, Iola, Kan. The device consists of a bucket formed from a single blank, the blank comprising a main body portion constituting when folded the bottom and two sides of the bucket. The portions of the body constituting the sides are provided at their opposite edges respectively with similarly shaped wings, the wings being of a width and height of the finished bucket. The wings overlap to form end walls of double thickness thruout substantially the entire area of the ends of the bucket and the wings have registering openings at their opposite edges and fastening means passed thru said registering openings.

A scientific discovery, made in Germany, in the manufacture of ammonia, is expected to reduce the cost of fertilizers. As ammonia is composed of the two elements nitrogen and hydrogen, a method of uniting them in the proper proportions has been devised by passing the gases thru a tube containing a substance for promoting a reaction at a temperature of about 900 degrees F., and under a pressure of 150 atmospheres. The elements composing ammonia, nitrogen and hydrogen, can be obtained from the air and water respectively.

Rules for measuring corn are many. Inquiries conducted by the Missouri State Board of Agriculture show the following in common use: Sixteen cubic feet of corn in the shuck (or, if extra well settled, 15 feet) make a barrel. The number of cubic feet multiplied by the decimal .4 gives bushels. Multiply together the length, width and height of the pen or crib, in inches, and divide by 4,200 for old corn, or 4,300 for new corn, to get bushels. Where it can be done corn should be weighed, rather than measured.—T. C. Wilson, sec'y Missouri State Board of Agriculture.



The
National City Bank
of Chicago

105 South Dearborn Street

Capital \$2,000,000.00 Deposits \$31,041,046.16
Surplus and Undivided Profits, \$603,771.99

Approved by Chicago Board of Trade
as a Margin Depository

We allow 2% Interest
on All Margin Deposits

OFFICERS:

DAVID R. FORGAN, President
ALFRED L. BAKER, Vice President
H. E. OTTE, Vice President
F. A. CRANDALL, Vice President
L. H. GRIMME, Cashier
W. T. PERKINS, Asst. Cashier
W. D. DICKEY, Asst. Cashier
HENRY MEYER, Asst. Cashier
A. W. MORTON, Asst. Cashier
WM. N. JARNAGIN, Asst. Cashier
WALKER G. McLAURY, Asst. Cashier
R. U. LANSING, Mgr. Bond Dept.
M. K. BAKER, Asst. Mgr. Bond Dept.

R

EE + FUMA =

Live weevil plus a little Fuma equals
dead ones every time.

Fumigate Your Elevators and Mills with

FUMA

The only satisfactory method of treating grain in
the bin; kills all insects, weevils, moths, etc.

10c per lb., in 50 lb. and 100 lb. drums.

Send for printed matter.

EDWARD R. TAYLOR

Manufacturing Chemist Penn Yan, N. Y.

Clark's Double Indexed Car Register

affords a ready reference to the entry or record of any car number. Facing pages are 11x14 1/2 inches, of heavy ledger paper and each is ruled into columns, one for each digit. Space in each column is provided for Initials, Car Nos. and Record. Marginal index, double faced of heavy canvas, are also furnished.

Form No. 40 contains 36 pages, bound in heavy canvas covers, with spaces for registering 9,000 cars. Price, \$1.50.

Form No. 42 contains 68 pages, double stitched in art canvas covers with leather corners, affords spaces for registering 17,000 cars. Price, \$2.50.

Send all orders to

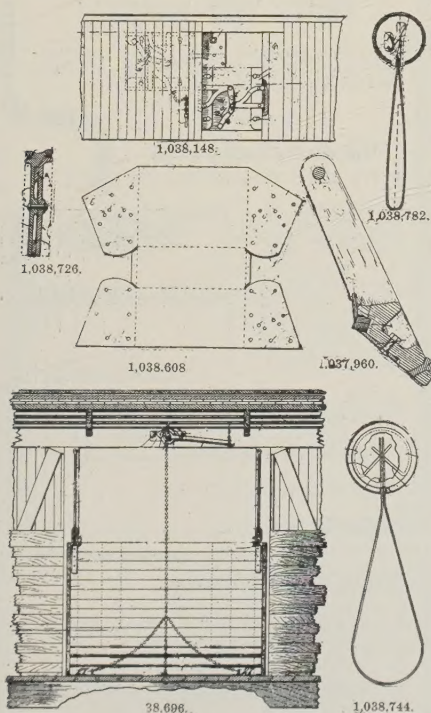
GRAIN DEALERS JOURNAL

La Salle St.,

Chicago, Ill.

BUYERS AND SELLERS

of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.



Seller Cannot Cancel for Attempted Change in Contract.

The Court of Civil Appeals of Texas affirmed the decision of the lower court and refused a new trial to the Howe Grain & Mercantile Co. in its appeal from the Nueces County Court, wherein I. M. Taylor, the plaintiff in a breach of contract action secured a judgment of \$370 in his favor.

Taylor contracted with the Howe Grain & Mercantile Co. for the purchase of three carloads of re-cleaned red top cane seed. A draft of \$350 was sent as margin. The following day, Taylor wrote the Howe Grain & Mercantile Co. a letter giving shipping instructions, which contained this expression:

"We have all this seed sold at a nice profit and trust that you will see that we get nice re-cleaned seed, free from Johnson grass, and hope you will make a nice profit for yourselves."

Three days later, the Howe Grain Co. wrote Taylor, returning his draft for \$350, stating in part: "We notice, however, that you introduce a new feature and call for seed free from Johnson grass. Now then, there was nothing said about Johnson grass in our quotations, and we therefore, cancel the order."

Taylor immediately replied to this letter, stating that the terms of the contract had always been satisfactory, and that no requirement had been made that the seed be free from Johnson grass. The matter was mentioned, he said, that the Howe Grain & Mercantile Co. might so advise their shippers.

The Howe Grain & Mercantile Co., however, refused to ship the seed and suit was accordingly brought by Taylor to recover damages amounting to \$450.

Chief Justice James said as to the Johnson grass feature that, "The cancellation upon that ground was unjustifiable. The rule is well established that, in order for one party to a contract to be justified in treating it as broken by the other, there must have been a distinct and unequivocal intention manifested either by the words or conduct of the other not to perform the contract. *Majestic Milling Co. v. Copeland*, 93 Ark. 195; *Steinlein v. Blaisdell*, 44 S. W. 200. The contract had been made and defendant was not by it obligated to furnish seed free from Johnson grass seed. Plaintiff did not in terms refuse to receive any but seed without Johnson grass seed. The expression was consistent with a mere request. Immediately on receiving the letter of cancellation plaintiff wrote so declaring. The question of plaintiff's intent in this regard was, however, submitted to the jury and they found against defendant." —147 S. W. 656.

Central American governments will import corn from the United States on account of the crop failure in those countries. The Guatemalan consul at New Orleans has already purchased 40,000 bus. of corn.

Superheating Exterminates Insects.

W. Reed, manager of the Mutual Fire Prevention Buro, Oxford, Mich., is in receipt of a letter from the Wells-Abbot-Nieman Co., Schuyler, Neb., stating the company's successful use of the superheating system in ridding its plant of all insect life. The system was recommended by Prof. Dean of the Kansas College of Agriculture.

In its letter to the Fire Prevention Buro, the Wells-Abbot-Nieman Co. says: The first time we were not well organized and so only succeeded in maintaining a temperature of 124 degrees for six hours. The second time, we got our temperature up to 127 degrees and held it there eight hours. The last time, which was a few weeks ago during the hot weather, we got the temperature up to 132 degrees and held it there 12 hours.

We are glad to state that we feel that we have done the best work that has ever been done with any kind of fumigation, including freeze-outs and so forth. After the first time, we heated our mill, we had a hard time to find a single full grown moth miller, altho we found small ones. After the second time, we could not find any large millers and very few small ones.

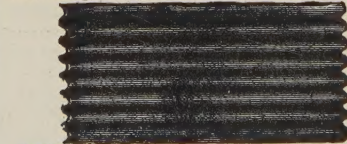
After the third time, we failed to find any moths or bugs whatever in the plant. Our mill is a frame structure, and we imagine the superheating system will work much more effectively in a new up to date brick or stone building.

Exports of Breadstuffs.

Exports of breadstuffs during the eight months prior to Sept. 1 included 632,659 bus. barley, 24,087,022 bus. corn, 1,817,378 bus. oats, 1,753 bus. rye, 11,998,077 bus. wheat and 6,189,178 barrels of wheat flour, compared with 3,083,203 bus. barley, 46,854,262 bus. corn, 1,386,894 bus. oats, only 221 bus. rye, 18,051,630 bus. wheat and 6,730,044 barrels of wheat flour during the corresponding eight months of 1911, as reported by O. P. Austin, chief of the Buro of Statistics.

Wheat exports during August were 5,785,143 bus. this year, against 5,731,832 bus. last year. The total value of the breadstuffs exported during the period was \$61,564,232, compared with \$78,785,634 in the corresponding months of 1911.

GALVANIZED CORRUGATED Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c



SYKES Steel Roofing Company, Chicago, Ill.
Sheet Metal Contractors, Makers of Fireproof Windows
Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

MILL OWNERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

The Oldest Millers Mutual Fire Insurance Company in America.

Cash Assets over \$300,000

J. T. SHARP, Secretary

Organized 1902

Tri-State Mutual Grain Dealers Fire Ins. Co.

Incorporated. Licensed in South Dakota.

LUVERNE, MINN.

Our members have reduced their insurance cost over 50% in ten years. Statement sent on request.

E. H. MORELAND, Sec.

E. A. BROWN, Pres. V. E. BUTLER, V-Pres.

B. P. ST. JOHN, Treas.

ORGANIZED 1883

The Western Millers' Mutual Fire Insurance Company KANSAS CITY, Mo.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses, and contents.

BEATS THE BARREL!

Do away with the costly, dirty and cumbersome task of maintaining the "Leaky barrel" fire extinguisher.

Use a

Gordon's FIRE EXTINGUISHER

Barrels leak, smell and rot and are a continuous worry and expense to the user.

The first cost of a Gordon Fire Extinguisher is the last cost. Cannot leak, foul, freeze and is always reliable and effective. Write

O. E. Gordon,

Rays Crossing,

Indiana.

GORDON'S FIRE EXTINGUISHER
PAT. SEPT. 5, 1911

YOU KNOW

you want to do business with the grain shippers.

Tell them so. The Grain Dealers Journal reaches them



Salt Water Barrels and Pails for FIRE PROTECTION have saved millions of dollars

But they freeze, smell bad, leak, burst, evaporate and need filling often, and pails are carried away. Why not get rid of all this trouble.

Our PROTECTION TANKS

don't freeze, don't smell bad, don't leak, rarely need filling, pails always in place inside. Last for years and cost but little more than barrels. Ask your insurance company. They prefer them. Made of 22 gage galvanized iron, complete with pails and non-freezing compound.

TWO SIZES. LET US QUOTE YOU PRICES.

CENTRAL FIRE APPLIANCE CO., PEORIA, ILL.

Fire Insurance Companies



Our Cost Per \$1,000 Per Month

is so low that you cannot afford to close your elevator at night until you have wired us to protect your grain to its full cash market value.

To be relieved of worry, that is to feel that should you have a fire your money invested would not be lost, is worth more than the low price we ask for protection under our short term mutual grain certificates.

If you haven't our quotation let us know. It costs you nothing, but will save you much.

C. A. McCOTTER, Secretary : Indianapolis, Ind.
J. J. FITZGERALD, N. W. Mgr., Sioux Falls, S. Dak.
McCOTTER & SLOAN, S. W. Mgrs., Kansas City, Mo.

INSURE WITH THE

Michigan Millers Mutual Fire Insurance Co.

of LANSING, MICH.

And get, without extra cost, the benefit of their Scientific Inspections of your plant, embracing

**Common Hazards, Mechanical Hazards,
Electrical Hazards.**

Members of Mutual Fire Prevention Bureau.

ORGANIZED 1878

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at cost.

Insurance in force - \$15,104,436.83
Cash Surplus - - 353,034.68

GEORGE POSTEL, President

G. A. McKINNEY, Secretary

Address all Correspondence to the Company at Alton, Ill.

Build that new elevator—

to reduce not increase insurance cost
BUILD IT RIGHT

Write today for full instructions

After the elevator is completed

INSURE IT RIGHT—in the

MILLERS NATIONAL INSURANCE CO.

LOSSES PAID, \$7,673,329.60

GROSS CASH ASSETS, \$1,703,365.33

NET CASH SURPLUS, \$1,013,587.24

COSTS LESS THAN 50% OF BASIS RATES

OFFICERS

C. H. SEYBT, President
M. A. REYNOLDS, Secretary

C. B. COLE, Vice-President
F. S. DANFORTH, Ass't Secretary

AGENCY MANAGERS

I. N. JUST, Seattle, Washington, Pacific Coast Agency
H. M. GILES, Minneapolis, Minnesota, Northwestern Agency
CHAS. H. RIDGWAY, Kansas City, Missouri, Southwestern Agency
E. K. SCHULTZ, Philadelphia, Pennsylvania.

DIRECTORS

C. B. COLE, Chester, Illinois

A. FASSLER, Topeka, Kansas

H. S. HELM, Minneapolis, Minnesota

JOSEPH LECOMTE, Lexington, Kentucky

H. K. WOLCOTT, Batavia, Illinois

SAMUEL PLANT

St. Louis, Missouri

M. A. REYNOLDS, Chicago, Illinois

C. H. SEYBT, Highland, Illinois

J. H. MacMILLAN

Minneapolis, Minnesota

175 West Jackson Blvd.

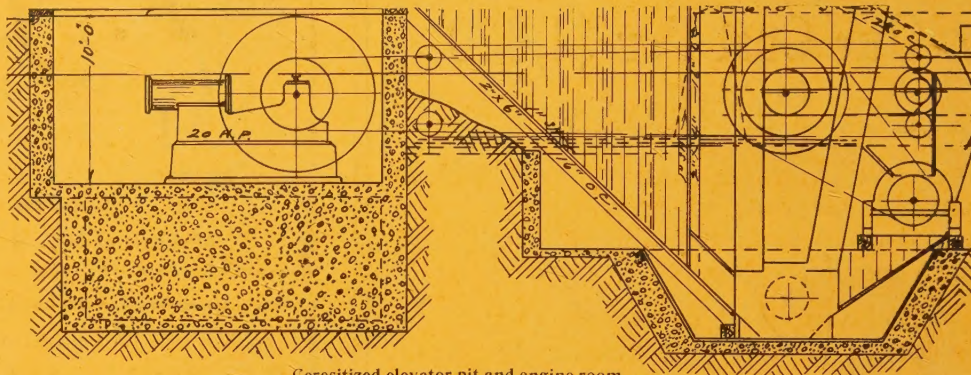
CHICAGO, ILLINOIS

A Ceresit Waterproofed Concrete Scale or Elevator Pit or Basement

is a permanent and absolute protection against damage and loss of money through dampness or water in these places. You non-Ceresit users know of loss of money and damage dampness or water causes in wetting grain—off grades and heated, rusting scale—short weights, failure to operate elevator, on account of water in boot or tank.

Avoid these losses by waterproofing these pits by the "Ceresit" method.

Ceresit is a white, creamy paste, mixed with the water used in tempering the concrete or cement. ¶ Ceresit has been tried and has proven itself absolute, permanent and nominal in cost in water and dampness protection in concrete. ¶ Ceresit increases density of concrete, but does not alter color or lessen strength. ¶ Old pits, floors and walls can be made waterproof by applying a cement mortar coating waterproofed with Ceresit on inside floors or walls. ¶ Ceresit is the best waterproof known. Ceresit fulfills all claims. ¶ Everything explained fully in "How to Make Concrete and Cement Waterproof." Let us send this book today—free.



Ceresitized elevator pit and engine room.

"Ceresit"
Waterproofing

Ceresit Waterproofing Co.

58 W. Adams Street, Chicago

Branches:

1133 Broadway, New York City.

1218 Chestnut St., Philadelphia, Pa.

WELLER-MADE



Sheaves—and other Equipment

used for Power Transmission Purposes in Elevators and Mills should be specified "WELLER-Made"; then you're certain to get the right goods at the right price. Write us when you need Rope Drive Systems, Pulleys, Belting, Clutches, Gears, etc., and for a copy of our No. 20 Catalog.

Weller Mfg. Co.
Chicago

Your dust saved "DAY-LY"
Will daily save your "DUST"



Mr. Elevator Or Mill Owner

You cannot afford to be without a dust collecting system. Think of the risk you are taking, loss of life, loss of money and business, for the small cost of the installation of an absolute preventive, the

Day Dust Collector

Superior to all. More and better work. Storm and spark proof. "Day-ly" Efficiency. Let us send you particulars.

The Day Company

1122 Yale Place

MINNEAPOLIS, MINN.